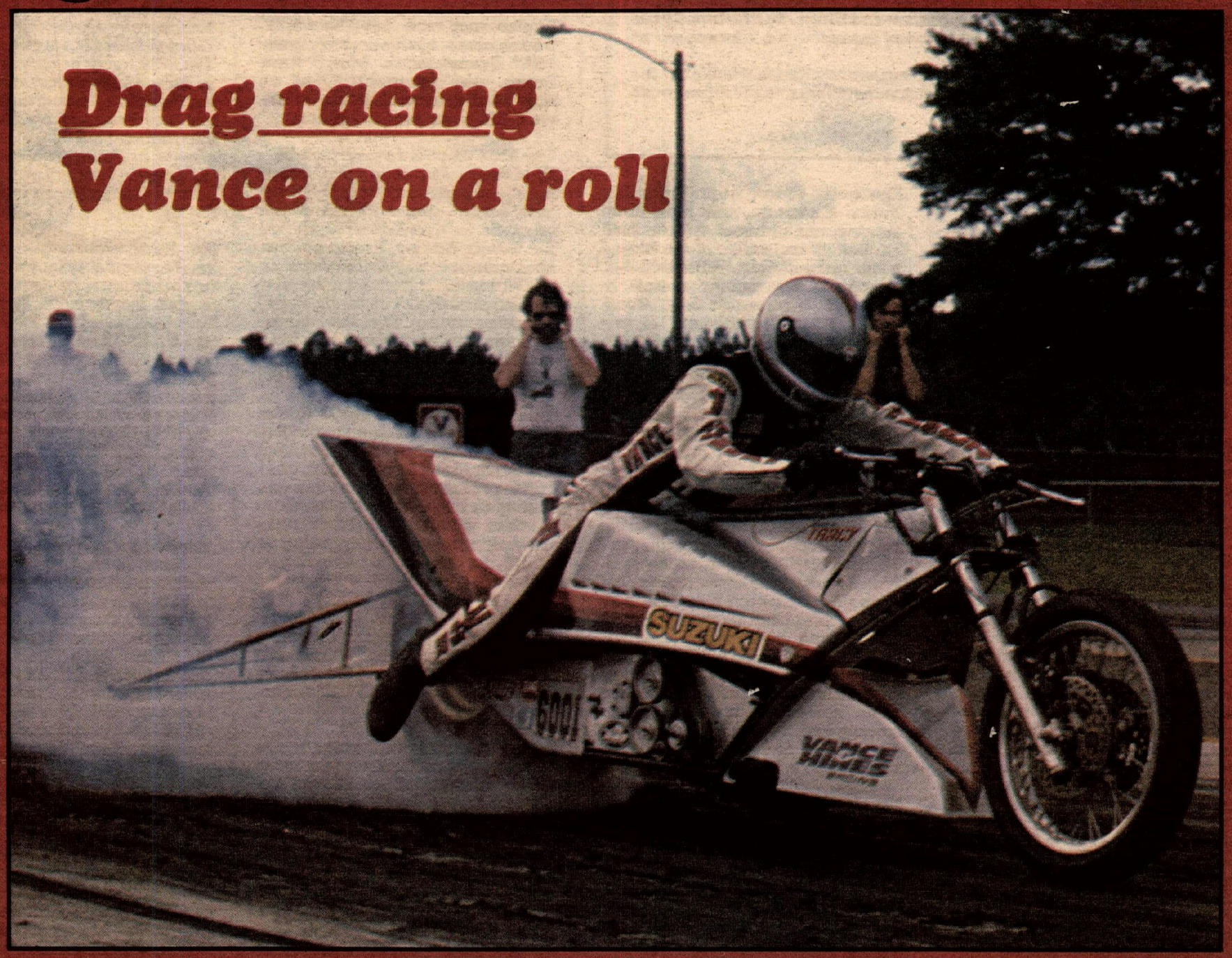
CYCLE NEWS

WEST Volume XIX : Number 19 : May 26, 1982 85¢ ®

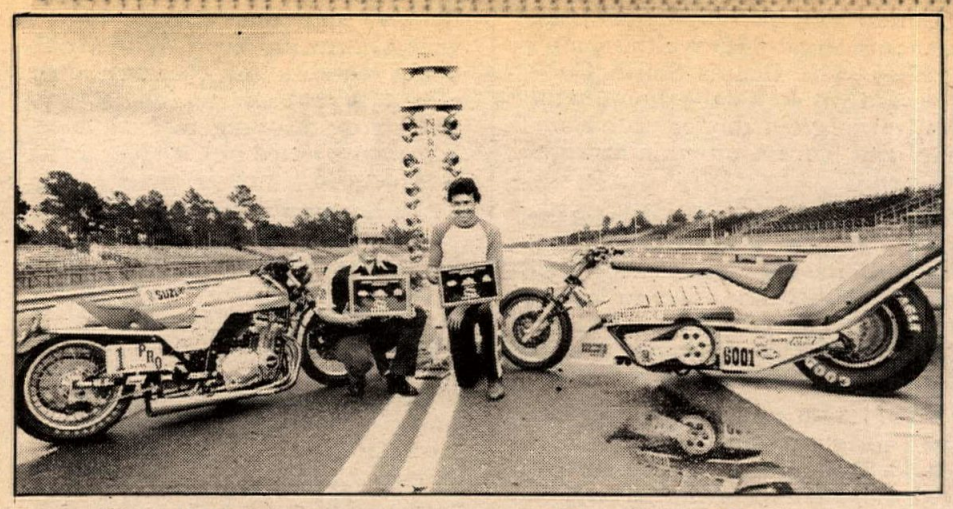
101 mph at Springfield Mile!

500cc Nat'l MX opener at Southwick

Drag racing Vance on a roll



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



Byron Hines (left) and Terry Vance are undefeated in 1982.

NMRA National Championship Drag Race Series: Round three

Vance leads record assault in Gainesville

By Greg Guarinello

GAINESVILLE, FL, MAY 1-2

The third running of the NMRA Southeastern Nationals at Gainesville Raceway saw it's share of history being made. For the first time since its inception in 1981 there was a full field of Super Modified machines. Eight bikes were entered in the alive and well eliminator and judging by the amount of racers who could not be present or whose bikes were not completed in time for the race, the question of a full field will never be raised again.

Another first for the Florida event was Dave Schultz taking his Kawasaki 750 two-stroke to the first eight second two-stroke pass in Pro Stock history. Schultz, who credits a lot of hard work and Paul Gast, proved that his two years of work were not in vain.

The most noticeable first at the race went to the Vance & Hines Racing team of Terry Vance, Byron Hines, Joe Pace and Ron Durham. With a bunch of effort this foursome defeated 15 other Pro Stockers and five other Top Fuelers to become the first team to win two eliminator titles at a single event.

There was a late threat of another first to add to the list but, with cooperation, a little luck and a whole bunch of prayers, it never happened As the final round of eliminations was called to the lanes the sky surrounding Gainesville Raceway became filled with the type of dark clouds that signal rain all over the county. This threatened to wash out the final round of an NMRA sanctioned event for the first time. However, as fast as a pair of scissors were able to clear the top end the next pairing was sent down the strip. Just as Vance and Thacker lit the scoreboard the rain began. The only people to get wet were the riders posing in winner's circle and you can be sure that it didn't matter to them!

Top Fuel

The highlight of Top Fuel competition was without a doubt waiting for the Vance & Hines machine to take a pass. While the other machines created their own brand of excitement, the Terry Vance ridden machine was on the verge of making history. By the time the Southeastern Nationals had come along everyone knew that Vance had set a new ET record the previous weekend at Atlanta. Every time he brought the Suzuki to the line the crowd stood in anticipation of a 200 mph run or a six second pass, or both! Vance was also ready as he would very much like to be the first.

As eliminations began, for a split second it looked as though it had happened. Vance was taking a solo run when Larry McBride could not get his Danny Johnson-owned Kawasaki fired. As Terry left the line with the front wheel waving in the breeze, we all waited for him to plug it into high gear for the final charge. Having witnessed many Top Fuel passes in the past 10 years we all thought it was a very good run, but not the magic pass. When Terry lit the win light his ET popped up on the board . . . . .6.85 seconds. What?! It lingered and just as quickly it vanished and read a more realistic 7.418 at 190.67. At any rate Vance would be tough to stop.

The next pairing saw Elmer Trett's Kawasaki going against Roland Stuart's Suzuki. While the sound of these two Harley-Davidson stalwarts riding Japanese machines may be (excuse the pun) foreign, it is nonetheless true. After many years of Harley doubles the pair felt that a change was needed to go faster. The pair lined up their new bikes and as the green light hit Trett took the lead and never looked back. He lit up the win light with a 7.882 at 177.86 mph to Stuart's losing 8.622 at 156.25 mph. The last pairing saw Frog Thacker take an easy win on Danny Johnson's "other" Kawasaki when he ran an 8.578/129.31 to Marion Owens' shut-off 16-second pass.

Vance started off the semi-finals with a 7.450/189.89 bye run in the short bike field. This automatically sent him into the final round. The Trett/Thacker pairing promised to be a good race with Elmer a slight favorite due to previous passes. As the pair left the starting line the two bikes were even, but seconds later the chain monster attacked the drive chain on Trett's Kawasaki. This allowed the hard charging Thacker to motor on for the win. Frog's run was 7.884/176.12.

As Vance and Thacker prepared to determine a winner, Frog knew that Vance was running extremely well and he would have to do some job on the starting lights and hope to hold him off. When the two were staged, Thacker gambled on the start. His gamble resulted in a red light and Vance had his second eliminator title of the event. When the red light came on in the left lane, Vance knew that he had the race won, but he decided to go for broke and possibly take home a new record or better yet set the first 6 or 200 mark. He left the line with a vengeance and recorded the low ET and high mph of the event with a clocking of 7.332 seconds at 193.96 mph.

Funny Bike

Funny Bike was a strong eliminator at the Southeastern Nationals as some of the fastest men in drag racing history were ready to lay claim to the title. Some new bikes and riders were in the field as Bo O'Brochta made his debut on the JBC Industries Kawasaki, John Crowder earned his Funny Bike license aboard the old Bill Hahn sit-up Kawasaki and Steve Lukos and Charles Isreal debuted new Kawasakis.

One name that was absent when eliminations rolled around was Terry Kizer. Terry is now riding the blown nitro machine of Mo Parsons which is sponsored by MTC Eng. The first race on the new piece was a disaster as they destroyed the motor in their final qualifying attempt.

Craig Burns, one of two new members of the Wiseco Seven Second Club (Bo O'Brochta is the other), started off eliminations with a solo when the Orient Express bike ridden by Jon Baugh broke a mag drive when they were attempting to start the machine. Burns ran a strong 7.901/177.16, the top speed for the meet. Next up was National number one, Vince Santangelo, who easily dusted the Kawasaki of Steve Lukos. Vince ran an 8.120/161.57 to Lukos' problemed 11.252/130.05.

O'Brochta got an easy pass in his first elimination run in Funny Bike when John Sands lost the chain on his Honda coming off the line. Bo ran an 8.304/161.00.

The round ended when number eight qualifier Chuck Isreal ran an 8.867/128.75 to knock off the number four qualifier John Crowder. Crowder, after having slept on the line, ran a losing 9.434/165.44.

The second round saw Burns spot Santangelo a two bike head start only to drive around him for the win. Burns clocked a 7.838 with no recorded mph to Santangelo's 8.25/166.05. The other side of the ladder saw O'Brochta end Isreal's day with a fine 7.951/169.17 to Isreal's 8.459/146.10. O'Brochta seemed to be picking up in Funny Bike where he left off in Top Fuel.

In the final, O'Brochta got out first on Burns only to have Craig do the same to him as he had done to Santangelo, drive by him. Craig clocked a low ET of the meet, 7.783 at 176.12 mph to O'Brochta's 8.183/168.85. The win for the Burns-Berry-Hahn team was their first of the new season.

Pro Stock

Pro Stock saw a 16-bike field battle it out to the "usual" final pairing of Vance and Keyte. And, as has been the custom lately, the Suzuki defeated the Kawasaki in a good race.

The first round saw Vance defeating Ron Turner, Kogut over Solley, Folgore over a troubled Walker, Mason over Kamosa, then the upset of the race as Dave Schultz took his Kawasaki to a big win over Bob Carpenter. Mafaro then beat Nyberg, Keyte took out Babor and Tartaglia ended the round with a win over Babbage.

Round two opened with Vance running an 8.78/149.25 to defeat the Kawasaki of Barry Kogut, who broke a chain. Randy Mason was the next rider to get some help from the chain monster as he ran a 9.982/146.10 when Joe Folgore lost a chain. Pizza John then ended Dave Schultz's dream when he ran a 9.10/145.59 to Schultz's losing 9.387/136.98. Mike Keyte then ended the round by besting Steve Tartaglia, 8.914/149 flat to Tartaglia's 9.156/144.69.

Vance opened the semis with an 8.742 low ET of the meet pass to defeat the 9.102 of Randy Mason. Vance's 150 even bested Mason's 144.23. In the other semi, Mike Keyte made short work of Pizza John Mafaro when he ran an 8.877/149.75 to John's 9.159/145.63.

As they had six weeks earlier and the first half of the 1981 season, Superbike Mike Keyte and Terry Vance were about to square off the Pro Stock final. On green Keyte took a one wheel lead, but try as he might he could not hold off Vance. Terry ran another 8.74 at a meet best 150.50 mph. Keyte ran a strong 8.969 at 150 mph even in the losing cause.

Pro Comp

The new Pro Comp class looks like the place to race. It seems like all the racers spent the winter building new machines just for this class.

Eliminations got underway with the surprise racer of the event, Jeff Reel, taking his lightning-quick Power Enterprises sit-up Suzuki to an 8.722/148.27 win over the new Harley-Davidson of Jim McClure. McClure set the high mph of the meet at a whopping 156.25 but was only able to muster a 9.145/150 even against Reel.

The next pairing saw Duane Wilson aboard the Power Enterprises laydown Suzuki take an easy run when Jim Cooper had troubles with his new Kawasaki dragster. Wilson clocked a strong 8.778/149.75.

Rick Stetson, National Number One, took the next win as Steven Bishop red lighted away the win. Stetson ran an 8.76/151.26.

Closing the round was Rick Smith who took his Suzuki to a 9.219/143.54 victory over Brad Mummert's Kawasaki, which ran a 9.354/142.18. Mummert was substituting for a broken Jim Dodich who had qualified in the number four spot.

Round two saw the Power Enterprises machines squaring off against each other, both knew that they would have to make a good pass in order to take a win home to Orlando. Reel took a slight lead on the green and never gave it up. Jeff took the win with another 8.729/149 even. Duane ran an 8.874/149.00 in the losing effort. This moved Jeff into the final for the first time. Meanwhile, Stetson was putting his Suzuki into the final with an 8.771/150.50 pass over the Suzuki of Rick Smith. Smith's losing time was a 9.204/142.18.

In the final, the two '81 GS1100 Suzukis left together, eating up the quarter mile faster than a Pac-Man machine. While trackside observers watched, a winner could not be determined without the aid of the win light. When the light came on in the left lane, Stetson had his first win of the season. Rick had dug deep and found an 8.692/152.54 in the bottom of his trick bag. Reel meanwhile, had run another 8.7 this time with a 32 tacked on to the end, at 149.50 mph. Though Stetson had won the race he knows that he will be spending the season looking over his shoulder for the tall, skinny kid from Orlando.

Super Modified

For the first time the entries in Super Modified were enough to fill

the field. This all took place without the machines of Jim Asadoorian, Jeff Johnson and Dave Dodge, just three of the known whose machines were not ready for the race.

Eliminations got underway with the Team Yamaha machine of Ray Werth and Joe Yeager facing the new Suzuki of Vic Force. Yeager was able to grab the win as Force is still sorting out his piece. Yeager ran a 10.516/123.96 while Force went down with an 11.374/114.94 mph.

The next winner was the Honda of Danny Devers. Devers ran a 10.95/118.11 over the Kawasaki of Frank Giordano. Giordano suffered a broken transmission and was unable to make the run.

Joe Koenig then took his Kawasaki to a 10.716/121.78 win over the Honda of Gary Godwin. Godwin, on the Banzai Cycle machine, could only muster a 10.95/118.11.

John Downs ended the round with a solo pass on his Suzuki when National Number One, Mike Phillips, was a no show due to a burnt crank. Downs' run netted no time.

In the semis Yeager downed Devers with a record setting ET of 10.45 seconds at 124.30 mph. Devers ran a 10.953/116.88 in losing. The other final saw Joe Koenig take the Star Cycle-backed Kawasaki to a 10.705/121.13 win over John Downs. Downs clocked an 11.725/113.49.

The final saw the number two and number three Super Modified racers in the country facing each other. Yeager had the added incentive of trying to back up his new record. When the smoke cleared, the win and both ends of the National Record belonged to Team Yamaha. Yeager had defeated Koenig with a 10.453/124.65 run. Koenig's runner-up numbers were 10.636/122.28. •

NMRA National Championship Drag Race Series: Round two

Top Fuel win to Vance at Atlanta

By Gary Van Voorhis

COMMERCE, GA, MAY 8

Terry Vance, aboard the Suzuki/Vance & Hines Racing-sponsored Suzuki GS1100 based Top Fueler, collected his second straight victory in the rescheduled NMRA round held at the NHRA Southern Nationals at Atlanta International Dragway. Vance turned in a 7.31 second run at 194 miles per hour in a solo effort to take the win. Chris Hand, on the Hickman/Hand Kawasaki entry, was unable to make the final run after hectic efforts to repair a split cylinder head.

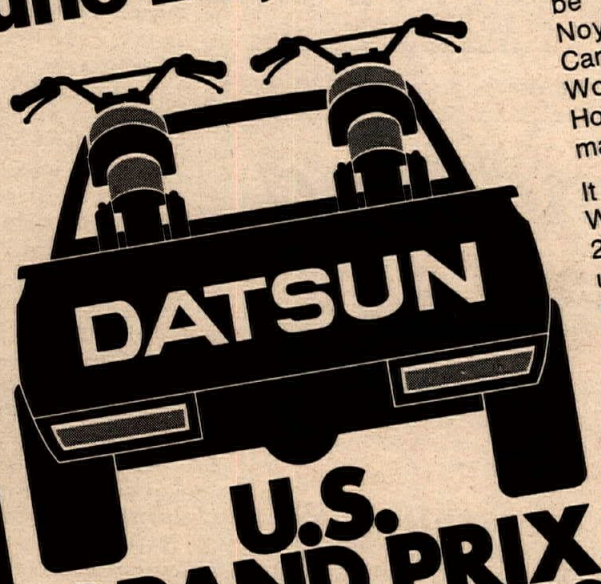
"It's no fun to run alone," said Vance. "The fans don't come to see us run solo runs. That's why we—Vance, Byron Hines and Joe Pace of VHR—were helping Chris with the rebuilding of the engine."

"We needed about ten more minutes to finish the job," said Hand of his efforts against the clock to get the work done. "It's disappointing not to make it after all that work, but we—the team—still feel good. The bike is finally showing what it really can do."

The event was originally scheduled to run April 24-25. The qualification runs ran off without a hitch, but the finals were rained out, prompting the nighttime rescheduling.

(Continued to page 19)

WORLD CHAMPIONSHIP
AMERICA VS. EUROPE
June 20, 1982



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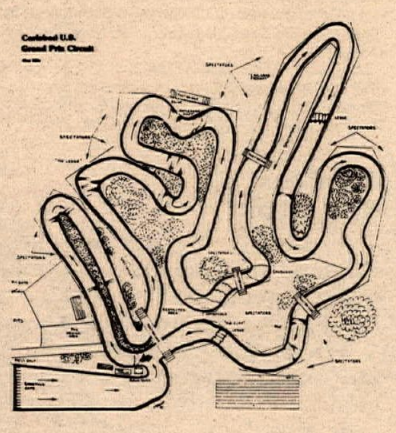

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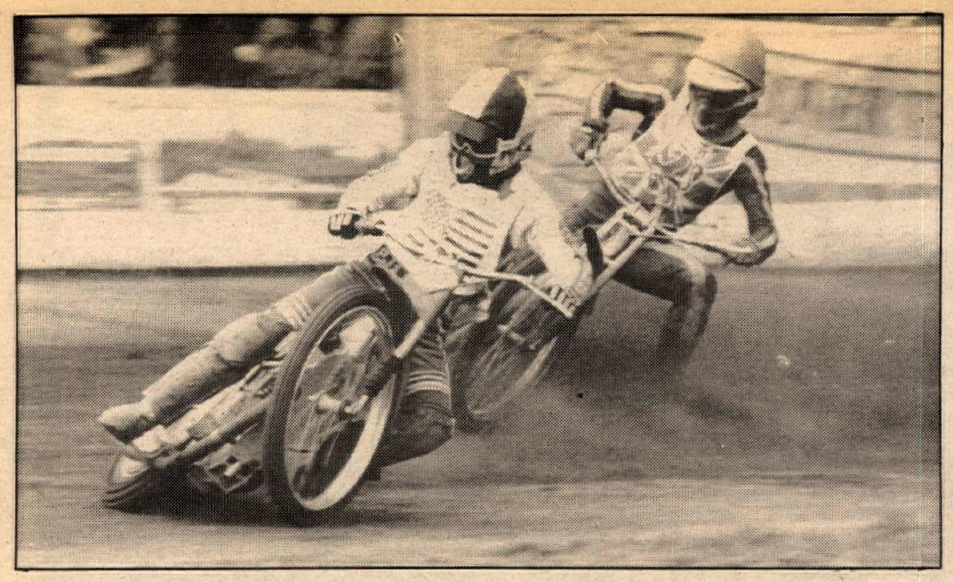


Shawn Moran leads Malcolm Simmons at Swindon.

U.S., England tied in speedway test series

By John Hipkiss

Pending the rescheduling of a rained-out round, American and British speedway teams are knotted with two wins apiece in the annual USA/England speedway test series.

This running of the annual contest has gone back and forth between the two teams, and it now awaits the running of the third round at Poole, rescheduled for May 19, to produce a final result.

First test: England 63, USA 45.

LONDON, ENGLAND, APR. 29

On a very wet, cold and miserable night, the American speedway team was defeated here at Wimbledon Stadium by a brave English team which mastered the conditions on the wet track far quicker than their rivals. The score of 63-45 against the Americans looks as though they were never in contention, but it was only after 10 of the 18 races that the home team put on the pressure and started to pull away from the Americans.

At that stage the score was England 32, USA 28 with the next two races going to England by 5-1 and 4-2 scores. That seemed to seal the fate of the Americans, and with their captain Bruce Penhall lacking his customary pace, they were only a shadow of a team that shared an enthralling draw with England in the corresponding meet two years ago.

World champion Penhall made the headlines even before the series started when he withdrew from the tests because the British promoters had refused to pay him extra start money, with Penhall asking for an extra $600 per meet for the five-meet series. "As world champ I think I'm worth that small amount extra. I know that by having Bruce Penhall at the meets it will increase the gate, and if the world champion can't ask for a little extra then the sport must be going in the wrong direction."

The promoters eventually saw the light and conceded to Penhall's request. However, the champ has yet to regain the tremendous form that took him to the top last year.

Of America's defeat in the first test, Penhall said "There are no excuses, we are just being beat, especially from the gate. As wet as the track is it's the same for everybody."

For the Americans Shawn Moran was the best rider on view and was involved in some of the best races of the night. He shared the top points score with Dennis Sigalos, both with 13 points from six rides.

Bobby "Boogaloo" Schwartz struggled to make any impression in his first meeting after returning from an injury sustained in a West German long track earlier in the season, and he could manage only four points. Worse than that was the return points wise of Scott Autrey, who scored only one point. Given an outing on his "home" track, Brad Oxley failed to score. For the English Lions Kenny Carter was top scorer with 17 points, and Cris Morton managed only five. Former world champion Mike Lee controversially withdrew from the meeting after contracting a stomach bug from a recent visit to the Jawa factory in Czechoslovakia.

Results

ENGLAND, 63: Kenny Carter (17); Malcolm Simmons (12); Andy Grahame (9); John David (8); Dave Jessup (6); Alan Grahame (6); Cris Morton (5); Gordon Kennett (0).

AMERICA, 45: Dennis Sigalos (13); Shawn Moran (13); Bruce Penhall (9); Bobby Schwartz (4); Kelly Moran (3); Scott Autrey (1); Brad Oxley (0); John Cook (0).

Second test USA 60, England 47

SWINDON, ENGLAND, MAY 2

Just three days after being beaten by England, the American Eagles came back with a vengeance to trounce the Lions by 13 points, 60-47, and tieing up the series.

There was a sensational start to this second meet. In the opening race, England's Kenny Carter, while trying to "chop" back onto the line to block Bruce Penhall, forced his teammate Steve Bastable off his machine. In the re-run again Carter tried to come back onto Penhall, and after a few elbows had been knocked it was Carter who bit the dust. However, it's doubtful if there is any love lost between these two.

That was all that the Americans needed to gain confidence for the rest of the meet as the English lads never gained control of the races and it was the partnerships of Penhall/Sigalos and the Moran brothers that proved to be the power behind the Americans' fine win.

Again it was the aggressive performance of young Shawn Moran that overshadowed world champion Bruce Penhall. With his gutsy 110% effort, Moran scored 12 points from his six rides, although he didn't finish in two of them, one when his primary chain came off and in another race when he crashed into the inside curb and bailed off his machine. His riding buddy Kelly gave him fine support with nine points plus a few demonstration wheelies for good measure.

Team captain Penhall scored consistently to register 12 points, but surprisingly only managed to win one race, while his partner Dennis Sigalos was a little inconsistent, winning three of his rides towards his 10-point total.

By the halfway stage, heat eight, the Americans were leading England 27 points to 20. It was in the next three races that they dealt their final blow by taking two 4-2s and a maximum 5-1, to give themselves a 15-point lead, 40-25.

It was a welcome to see Scott Autrey back on top form, giving a fine performance for his 11-point tally which included two race wins. Again, however, it wasn't Bobby Schwartz's night. He came into the team from reserve to replace the injured Steve Gresham, only to be given two rides for a return of just one point.

Top scorers for the England team were Dave Jessup (12), Carter (11), and Cris Morton (10), but they had very little backing and just never seemed to get their act together.

Results

ENGLAND, 47: Dave Jessup (12); Kenny Carter (11); Cris Morton (10); Malcolm Simmons (6); Alan Grahame (3); Steve Bastable (3); Mike Lee (2); John Davis (0).

AMERICA, 60: Shawn Moran (12); Bruce Penhall (12); Scott Autrey (11); Dennis Sigalos (10); Kelly Moran (9); John Cook (5); Bobby Schwartz (1); Ron Preston (0).

Third test Rained out

The third of the five tests between England and America was rained out when torrential rains swept the south coast track an hour before the start.

The meeting now takes an important part of the series because it becomes the deciding test between the two speedway nations with the Americans winning the fourth test and England gaining revenge in the fifth to make it all square at two wins each. The restaging of the deciding test takes place on May 19th, but there seems to be a problem with the availability of the world champion Bruce Penhall who is scheduled to ride on the continent.

Fourth test USA 66, England 42

IPSWITCH, ENGLAND, MAY 6

America shot into a 10-point lead after only three races, and the 14-4 score completely demoralized the English team since they knew the Americans were always considered as favorites at Ipswich, the home track of Dennis Sigalos and John Cook.

England answered back in race four with a heat win by captain Dave Jessup to narrow the points difference to eight, but the Americans were having none of it as they came back with a vengeance to register three heat wins in a row. Races eight, nine and 10 went to the Americans as 4-2 wins to take the progressive totals to 23-37, an impressive 14 point lead. The race wins came from Sigalos, Shawn Moran and captain Bruce Penhall.

A maximum 5-1 win in heat 12 through the efforts of the fabulous Moran brothers completely sealed England's fate and assured victory for the Americans as they continued to increase their lead to a final score of 66-42, a thrashing for the home team.

Results

ENGLAND 42: Kenny Carter (15); Dave Jessup (8); Cris Morton (7); Mike Lee (7); Gordon Kennett (4); Kevin Jolly (1); Andy Grahame (0); Alan Grahame (0).

AMERICA, 66: Bruce Penhall (14); Shawn Moran (14); Dennis Sigalos (13); Kelly Moran (11); Bobby Schwartz (8); Scott Autrey (5); John Cook (1).

Fifth test England 61, USA 47

BELLE VUE, ENGLAND, MAY 9

Just as the Americans were expected to win at Ipswich, so the English team was expected to take the honors at Belle Vue. But the final score line of 61-47 to England doesn't reflect the closeness of the racing or how close the progressive scores were up until the halfway stage.

England took a two point lead in heat three which was wiped out by the Americans in races five and six, with wins by Sigalos and Shawn Moran. Race seven went back to a heat win for England with a great race from Cris Morton who took world champion Bruce Penhall from the back on the big 418 yard track.

This made it all square after seven races at 21-21, with the scores still level after 10 of the 18 races at 30-30.

Up until this stage the Americans had provided six of the 10 heat winners, but they were always lacking support from their riding partners as they could only total seven points between them. Kelly Moran contributed five, while Autrey and Schwartz returned only one point each. However, it's felt that these riders were lacking power in their machinery.

Penhall's archrival, Kenny Carter again made the news as the world champion claimed that Carter used a new tire in race 10. Although Penhall beat Carter in this race, there is a rule against using more than one new tire per meeting, and it was this rule that Penhall was referring to when he waved the rulebook at Carter. After an inspection of the offending tire by the American team manager John Scott, it was agreed to go ahead and race — a decision which clearly annoyed the American skipper.

This test saw a return to International duty to former world champion Peter Collins. Californians will remember Collins from the "Rest of the World" series a few years back, and he made a dream debut with race wins over Penhall, Sigalos and Shawn Moran for his 14-point total.

The episode with the tire seemed to upset the Amricans because at this stage England took command of the meet and romped into a 10-point lead. By the end of race 13 they were leading 44-34 and from then on never looked back as the team rode to a 61-47 victory.

Lance King made his International debut replacing Scott Autrey in two rides but he failed to score.

Now the outcome of the test series rests on the result of the restaging of the third test at Poole since both teams are even at two wins each. The Americans seem to revel in these circumstances, but before this test is decided, the Americans meet England, Australia and New Zealand in the World Team Cup qualifier on Sunday May 16. •

Results

ENGLAND, 61: Cris Morton (15); Peter Collins (14); Kenny Carter (11); Alan Grahame (8); Andy Grahame (5); Malc Simmons (3); Les Collins (3); Dave Jessup (2).

U.S.A., 47: Dennis Sigalos (14); Bruce Penhall (13); Shawn Moran (13); Kelly Moran (5); Bobby Schwartz (1); Scott Autrey (1); Lance King (0); Steve Gresham (0).

Drags

(Continued from p. 17)

Vance's first qualifying run off the trailer on April 24 was a thundering 7.24 seconds at 197.36 which had everyone talking about a 200 mph pass. "I could use about 25 more horsepower," joked Vance when asked about such a feat. However, his final run of that qualifying session proved there was plenty of power. He shut off before the finish, but clocked a 7.17 second pass that was good for a new NHRA national record.

"If I had been able to keep the power on to the finish I'm sure the run would have broken both 200 mph and the six second barrier," said Vance. "The bike began drifting toward the edge of the track and I had to shut off to correct it."

In all, six bikes qualified for the eight bike field. Then the rains came.

All six returned on the rescheduled date along with John Sands and his Honda Funny Bike to help fill the field. In runs to dial in the track, Roland Stuart broke a crank in his Suzuki powered rig. "If only it had broken last week at the Gainesville round we could have fixed it," said a dejected Stuart.

Vance took a bye run in first round eliminations which proved very lucky for him. He broke a header pipe on his burnout, staged and ran easy, so as not to hurt the engine. Larry McBride, on the Johnson High Performance Kawasaki entry, turned in a solo run after Elmer Trett broke the drive chain on his Trett's Speed and Custom Kawasaki coming off the line.

Frog Thacker, on another Johnson High Performance Kawasaki entry, earned his way to the semis with a solo run due to Stuart's broken engine. John Sands needed an edge if he was going to beat Chris Hand and that would mean getting the holeshot. Sands was too quick and red-lighted, giving Hand the win.

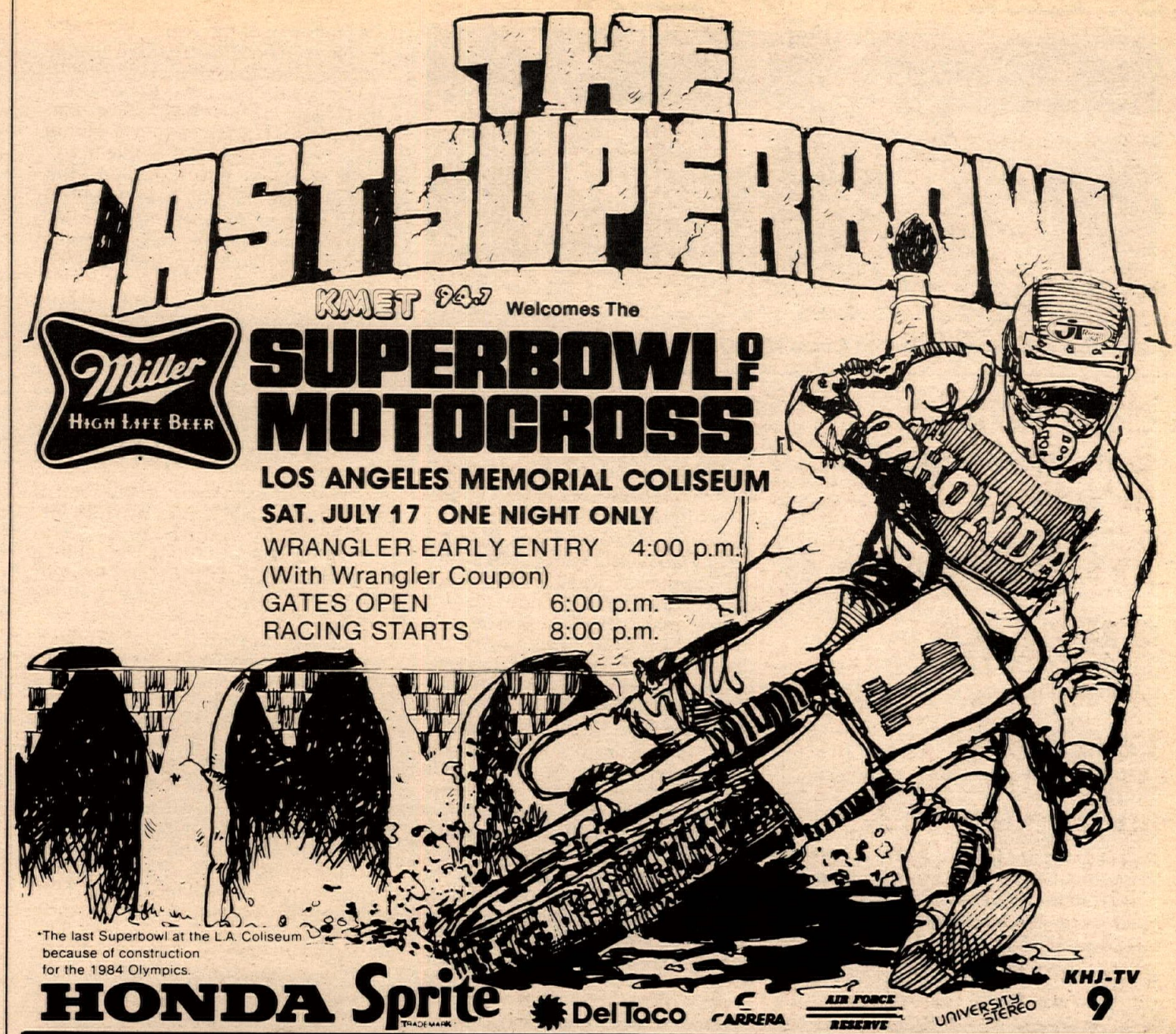
The semis pitted Vance against McBride and Thacker against Hand. McBride grabbed the holeshot and had a lead on Vance at the halfway point. "When I pushed the button for the transmission to shift into high, it wouldn't shift," said McBride. "We're not sure what the problem was." Vance came on strong to win at 7.33/193.

Thacker's bike crept ahead once staged and tripped the red light before the start. Hand blasted off unaware of Thacker's misfortune. Near the finish line the bike erupted in flame, engulfing Hand for a split second. "It scared the hell out of me," said Hand. A crack was evident on the left side of the cylinder head, running the length of two cylinders.

The Hickman/Hand crew was dejected after sizing up the problem. Vance and his crew offered assistance in rebuilding the engine. While Hand's crew stripped the head off, Byron Hines was busy setting up the good parts in Hand's spare cylinder head. There were eight people working on the bike. Unfortunately, time ran out.

Vance collected $1,500 for his winning efforts, a sum equal to or better than five of the eight classes run in the NHRA car program.

"Conditions have to be just right to run 200," said Vance's tuner Byron Hines while waiting for the trophy presentation. "We lost a bit of the edge we had when we qualified two weeks ago because we ran another meet in between. It didn't hurt the top speed as much as the elapsed times. If I had to pick a track where conditions are right for 200 miles per hour, I'd say it would be Indianapolis Raceway Park where we run on Labor Day Weekend." •



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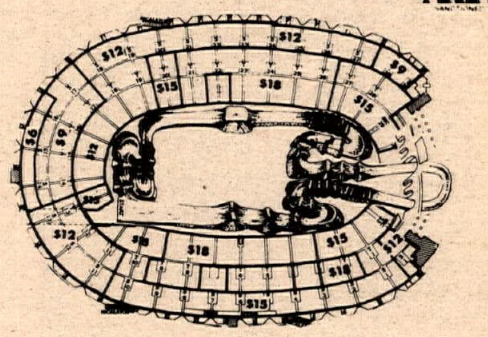

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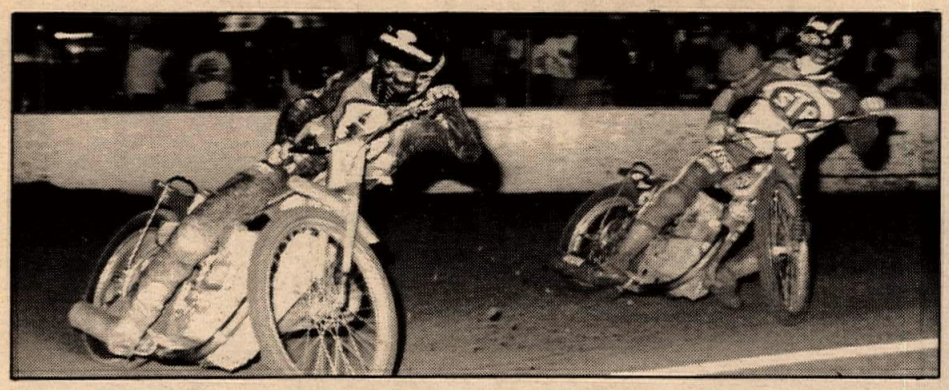

John Cook did some stylin' at Costa Mesa; he leads Alan Christian here.

Cook fizzles, Ermolenko sizzles in Ventura

By Bill Locey

VENTURA, CA, MAY 11

Guy Ermolenko, proving beyond a reasonable doubt that he can go fast with the good guys, won the Handicap main for the second time in the last three weeks. And Dave DeTemple, riding hard for the second week in a row, won the Scratch main for his first Ventura Raceway trophy since last August.

The featured fast guy, U.S. Long Track Champ John Cook, showed enough talent to win both mains himself but came up empty in his first visit here since 1979.

Cook, going fast on the outside — just far enough out to avoid the real sticky stuff and a few bumps — cruised quickly around the slower traffic and was in second and closing fast on Eddie Ingels after but two laps. But on the home straight, Cook's spark plug shorted out with a flash, and flash, Cook's bike died and he finished last. Besides Ingels, Ermolenko and Craig Schaefer won uneventful heats, and Mike Curoso, in a phenomenal ride, found himself in second after just one lap off the 40-yard line and won convincingly.

After Danny McNeill thrashed everyone severely in his semi, the other six riders in the other semi put on one of the best races of the year. Imagine six riders going at least twice as fast as they do on those dinky tracks about five yards apart, and with more lead changes than the most diligent scorekeeper can keep track of. Ermolenko held out until the third lap when DeTemple and Steve Lucero got by. Then it was DeTemple, no Lucero, no Ermolenko — you get the idea.

At the line, DeTemple beat Ermolenko by an inch, who beat Lucero by an inch, who beat Curoso by an inch, who beat Mike Faria by an inch, who beat Shane Hawley only because someone had to come in last. Not only did Ermolenko not fold under pressure, he stayed right in there dicing away with some other famous dicers. This guy's going to be coming off the 40 before half the fans can even spell his name.

In the main, Ermolenko crashed wide in the first turn, kept it running, remounted and joined in the chase. On the second lap, Schaefer fell in the third turn, and Ermolenko laid it down. The race was red-flagged, and Schaefer was excluded.

Not one to let such an opportunity pass by, Ermolenko — apparently crashed out — came back to win the restart. It was a repeat of the semi with five riders changing positions at every turn. Ermolenko won a close one over Lucero, Ingels, DeTemple and McNeill. Maybe Ermolenko should give half of his dough to Schaefer, without whom the trophy would not have been possible.

In Scratch racing, Cook won his heat by about six miles. But in his semi, Speedway Rider's Bane struck again — the Dreaded Brainfade — a disease that afflicts superstar and novice alike. Cook, who now knows all about liters, meters, kilometers and driving on the wrong side of the road, was unable to count to four. After three laps, he shut down thinking he had won the race, allowing Faria and Charlie Morse to gain transfer spots. Cook got his revenge by winning the match race and the Scratch consy. He'll do a lot better when he returns in August.

DeTemple got the gate from the third spot in the main and led from turn two until the checkered. Faria, Morse and McNeil followed.

After Doug Domokos put on his wheelie show around the track and over a parked car, the D-2 riders took over as a trio of 714s — Pat Hawley, Wes Randolph and Ed Castro won the heats. Last week's winner, Joe Kreisberg, crashed and failed to transfer. Tim McCasland won his third Ventura trophy in the young season — two in Second Division. He did it by winning a yawner over Castro by about 10 lengths.

In D-3 action, the man with the memorable name — Bentley Barrett — won his first-ever Ventura tropy with a convincing main event win. Ventura local Mike Coniglio was second.

By the time you read this, you will have missed Lance King's return to his favorite track from last season. But next week, we're hoping to get two of the most exciting riders in speedway, the Moran brothers — "The Menacing Midget" Kelly and "The Miracle Worker" Shawn.

Results

SCRATCH MAIN: 1. Dave DeTemple; 2. Mike Faria; 3. Charlie Morse; 4. Danny McNeill.

HANDICAP MAIN: 1. Guy Ermolenko; 2. Steve Lucero; 3. Eddie Ingels; 4. Dave DeTemple; 5. Danny McNeill; 6. Craig Schaefer.

SECOND DIV: 1. Tim McCasland; 2. Ed Castro; 3. George Armas; 3. Dan Braviroff; 5. Pat Hawley; 6. Wes Randolph.

THIRD DIV: 1. Bentley Barrett; 2. Mike Coniglio; 3. Carlos Cardona; 4. Chris Mistretta; 5. Guy Helderlein; 6. Russell Romero.

MATCH RACE: 1. John Cook def. Mike Curoso.

Bast, Lawson leaders at IMS

By Scott Daloisio

SAN BERNARDINO, CA, MAY 12

In a battle of the three major brands in the Scratch main at John LaDouceur's Inland Motorcycle Speedway tonight, Jawa came home one and two with Mike Bast picking up his third IMS Scratch win of the year.

Gene Woods (7-Up/Matrix Godden) got another good start from the pole position to take the early lead over Bast (Justice Brothers/Knobby Shop Jawa), Mike Faria (Cycle Gear Jawa) and Mike Curoso (B&B/Carlisle Weslake). Bast went to the outside to take the lead from Woods in turn four on the opening go 'round. Faria then challenged and took second away from Woods on lap two in the second corner.

Faria, who by now had a clutch that was shooting sparks, was able to close on Bast but was never able to mount a head-to-head challenge. At starter Sid Sutton's checkered, it was "World Class" Bast by five bikelengths over Faria (second for the second night in a row), Woods and Curoso.

Popular local rider Jim Lawson of Riverside made it into the IMS victory circle for the first time in 1982 as he took the win in the Handicap main. Lawson (D.J.'s Ticket Service/Parts Plus Jawa), Charlie Morse (FOM Racing/Hi-Point Jawa) and Rob Pfetzing (Valvoline/PRP Weslake) rode three abreast for the lead until Lawson took command in turn four on the opening lap.

Kurt Strommer (Mt. View Foreign Auto/Hair by Bev Weslake), who won the last IMS Handicap main, went to the inside of Morse and Pfetzing in turn two on the second lap for the number two spot. Morse pulled back alongside going down the back chute and stayed with Strommer until he momentarily bobbled in turn four, giving Strommer full control of second.

Dave DeTemple (Dale's Modern Cycles/Snap On Tools Jawa) moved from the 40 to take third from Morse on lap three and second from Strommer on the back chute on the final lap. Lawson continued on his way to the checkered where he was followed by DeTemple, Strommer, Jeff Tomlin (Harrison Heating and Cooling/House of Handlebar Jawa), Morse and Pfetzing. Lawson started his ride on the 20.

Rookie rider Bob Ott (Jawa) continued his fine riding as he made it two out of the last three mains in Second Division. Jimmy O'Dell (Lubri-Tech Jawa) took the early lead from the zero over Ott and Tim McCasland (Gaston & Dillon Jawa), both of whom were coming from the 10.

Ott immediately began to put the heat on O'Dell and relieved him of the lead spot on the second circuit. McCasland also got by O'Dell, who then fell on lap three while running third. Pennsylvania's Warren Diem (Martinez/GP Promotions Jawa) moved from the 30 to take second from McCasland near the finish after McCasland took one final shot at Ott in the final corner. For the record, it was Ott over Diem, McCasland, Denny Scopellite (Hot Moves Weslake), Steve Bauer (Yoakum Concrete Jawa) and O'Dell.

Randy Blevins (Grin Products/Hancock Design Jawa) made it look easy as he won his second straight Third Division main and will now move up to Second Division. Brian Speaks (Jawa) took the lead on the start over Doug Dubois (Harley-Davidson of Fullerton Jawa). Blevins immediately began to move and blasted by Speaks for the lead in turn four on lap one.

Steve Flanigan (Jawa) got by Kenny Williams (J.A.P.) for third on lap two and Speaks for second on lap three, but he was unable to catch the streaking Blevins. For Blevins it was his second straight sweep of Third Division. After Belvins and Flanagan, it was Speaks, Williams, 42-year-old rookie Mike Dwyer (Jawa) and Dubois.

John Cook (FOM Racing/Hi-Point Jawa) gave the crowd its share of thrills as he rode both the pole and the cushion throughout the night. After winning the Scratch consy, "The American Cowboy" tossed his goggles into the stands much to the delight of the appreciative IMS crowd.

The first Third Division heat saw one rider fly over the back chute wall without his bike. Another rider managed to plow into the machine (on a red flag) and fall off his bike. Unfortunately, his kill switch failed to work, and the bike took off on its own like it was possessed. Everyone in the infield ran for cover (including yours truly) as the bike continued to storm around by itself at full throttle. Fortunately the bike finally crashed into the wall and shut itself off, much to the relief of everyone in the infield who had worn out the soles on their shoes trying to dodge the mad dog.

The exciting night of speedway racing and speedway's version of "The Exorcist" was marred by the very serious crash of Shane Hawley (Hendricks GMC/Cal Coventry Weslake) who was leading his Handicap semi at the time. It is believed that Hawley broke the femur in his left leg in the jarring crash.

Promoter LaDouceur has added two more First Division Handicap heats and one more Handicap semi to the weekly Wednesday night shows. It gives the IMS fans a chance to see 12 more First Division riders each night.

The 1981 top point man in southern California, Lance King, returns from England to do battle in the IMS war scheduled for May 19. Also on hand will be "Jumpin' Jim" Pratt, who will attempt to jump four cars on a bicycle at intermission. All children 12 years old and under will be admitted free when accompanied by an adult on the 19th.

On May 26, Kelly and Shawn Moran will be at IMS to do battle with the best in southern California. It will also be *Cycle News* Class Four License Night. If you show your class four license on the 26th, you will receive $1 off one adult admission.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Mike Faria; 3. Gene Woods; 4. Mike Curoso.

HANDICAP MAIN: 1. Jim Lawson; 2. Dave DeTemple; 3. Kurt Strommer; 4. Jeff Tomlin; 5. Charlie Morse; 6. Rob Pfetzing.

SECOND DIV: 1. Bob Ott; 2. Warren Diem; 3. Tim McCasland; 4. Denny Scopellite; 5. Steve Bauer; 6. Jimmy O'Dell.

THIRD DIV: 1. Randy Blevins; 2. Steve Flanagan; 3. Brian Speaks; 4. Ken Williams; 5. Mike Dwyer; 6. Doug Dubois.

MATCH RACE: 1. Great Britain; 2. Argentina (IMS announcer Bruce Flanders will be mailing the results to the U.N. in an attempt to solve the Falklands Islands conflicts.)

Christian, Ermolenko exhibit excellence at Costa Mesa

By Gary Hoffman

COSTA MESA, CA, MAY 14

John Cook, visiting from England, and Gene Woods stole the show tonight at Harry Oxley's weekly wild west show at the Orange County Fairgrounds. Cook didn't win his main event or his match race with Woods. He did win the hearts of many with his wild,

outside-duck-under-the-bars-in-turns style that was a welcome change from the inside, follow-the-leader game.

Gene Woods made his mark as an iron man. He rode with an injured shoulder, and although he wasted three bikes and fell heavily on his shoulder, he returned to the line each time. Whenever Cook and Woods were on the track together, there was never a dull moment.

This was the first night of First, Second and Third Division racing for Junior Speedway, with two riders from Divisions One and Two and one rider from Division Three, transferring to one main event. Thirteen-year-old Jordan Duncan won the main all the way from the 30-yard line. Placing second was "Shades of Wild Bill," 10-year-old Bobby Cody, followed by 11-year-old Jessie Finch.

The feature match race placed Cook versus Woods with Cook trying the outside and Woods taking it by inches from the inside. It was so close they did it again, exchanging leads several times but Woods proved true and finished first again.

The Third Division main started off with a bang, as usual, with most the field going down in turn three. Bob Ott came out first on the restart with Steve Murray in hot pursuit, trying the outside. Ott held on to his lead taking the win, with Murray second and Tom Conrad third.

Division Two's main event was one Rick Miller is not going to forget. With Wes Randolph getting out first, Miller, from the 30-yard line, managed second place by the end of the first lap, with Mike Mazzacane in third. Miller began to put the squeeze on Randolph and went around him on the white flag lap. Randolph tried to move over and shut the door in the last turn but waited too long. He moved over into Rick's side and went down. Miller stayed upright, but his kill switch ball was pulled out, killing the engine. He tried to push across, but in spite of his large lead, Mazzacane zipped across the line first.

That gave Mazzacane three main events in a row at Costa Mesa, followed tonight by Miller and Ed Castro.

A new star came out tonight in First Division. Twenty-one-year-old Guy Ermolenko, after only one year of speedway competition, made his debut in First Division and qualified for the Handicap main. He came out of the gate fast and first from the 20-yard line. Moose Kennedy was right behind followed by Jimmy Lawson. Ermolenko and Kennedy battled for the lead, but Guy would not give up and made no fatal mistakes. Ermolenko took the win over Kennedy. John Cook showboated his way into third, but the leaders were too far gone.

Sterling Cogar drew the pole in the Scratch main with heavy competition in the other slots. John Sandona, Alan Christian and John Cook completed the line-up. The tapes flew up, and Sandona got out first, but Christian, surprisingly, took to the outside and grabbed the lead. Once Christian found his line, there was no catching him. Christian was followed across the line by Sandona and Cogar. •

Results

JR SPDWY: 1. Jordan Duncan; 2. Bobby Cody; 3. Jessie Finch.
MATCH RACE: 1. Gene Woods; 2. John Cook.
THIRD DIV: 1. Bob Ott; 2. Steve Murray; 3. Tom Conrad.
SECOND DIV: 1. Mike Mazzacane; 2. Rick Miller; 3. Ed Castro.
HANDICAP MAIN: 1. Guy Ermolenko; 2. Moose Kennedy; 3. John Cook.
SCRATCH MAIN: 1. Alan Christian; 2. John Sandona; 3. Sterling Cogar.

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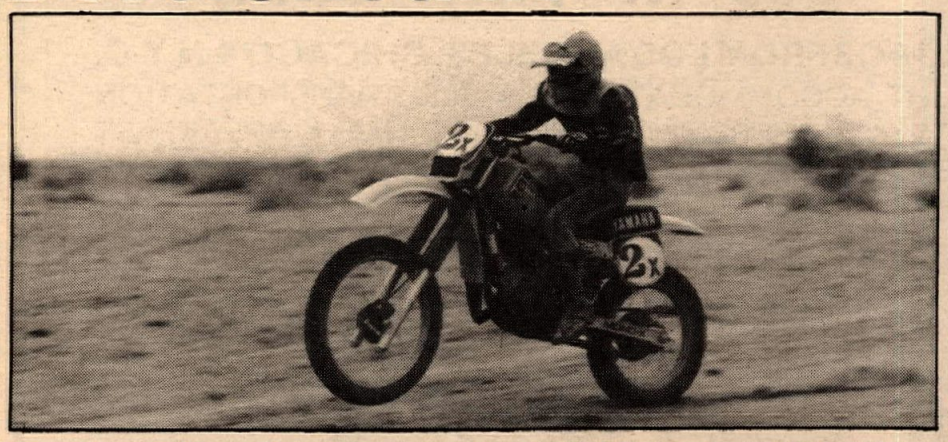

Terry Stauwald and Don Mathews were third in the team race. (File photo.)

Nolan, Larsson top Factory Rider GP

By Loretta Pipkin

LIVE OAKS SPRINGS, CA, APR. 18

Lars Larsson and Robbie Nolan each captured two overall wins in the Marty Tripes' Factory Rider Grand Prix, held in the Cleveland Forest. A very tight course was the feature of this event, the first in a six-race series.

The first race run was the 125cc event, and Kearney Mesa Yamaha's Nolan led with Rory Chenowth and Ed Foland chasing. Chenowth, a Novice rider competing on a 125cc machine for the first time, hung tough and finished second ahead of Foland. Foland's pretty wife Pam finished second in the Amateur class behind Bob Bell. However, she'll be retiring for awhile to await the birth of the newest addition to the Foland clan.

Nolan, feeling triumphant, ran straight to the 250cc race and led it start to finish. Novice Todd Kennedy turned in a gallant ride to finish second overall after dicing with Experts Matt Hope and Paul Eddy.

Larsson turned in his two victories in the Vet and Senior races. In the Senior class, Bill Silverthorne took the early lead with Husky-mounted Larsson chewing on his heels. For two laps through the water, jumps and tight turns, they were Siamese twins. "Into a turn I was going for the inside," said Larsson later, "Silverthorne overshot the turn and his bike stalled for a moment. I screamed 'Thank You' as I passed." Larsson eventually finished one minute ahead of Silverthorne. Bob Maynard took third with desert rivals W.C. Thornton and Roger Adsit fourth and fifth.

Five minutes after the finish of the Senior race, Larsson pulled up to the start line in the Vet race. He led this one start to finish, with Monte Lee and R.D. Tuzinsky waiting for a mistake that never came. They finished 1-2-3.

In the Open class a red flash went by on a Honda. It was young Lloyd Thomas from Escondido. Larsson joined the ranks of Chip Howell, Mike Rose and Randy Hollenbeck for this one. Thomas was to crash two times in two laps and still hold the lead — "He went past like your paycheck," said Larsson. However, Thomas had to pit and try and fix his twisted handlebars. This put him way down and didn't solve the problem, so his dad pulled him in. That gave the lead to Howell, who kept it for first overall in front of Rose and Leon Livingston. The strain of running three races in a row finally told on Larsson, who retired on the third lap while running sixth.

Results

VET EX: 1. Lars Larsson (Hus); 2. Monte Lee (Yam); 3. R.D. Tuzinsky (Yam).
VET AM: 1. John Peterson (Kaw); 2. Bob Huff (Yam); 3. Break N Billings (Yam).
VET NOV: 1. Mark Reno (Hus); 2. Dick Denison (Yam); 3. Lee Johnson (Yam).
250 PRO: 1. Robbie Nolan.
250 EX: 1. Matt Hope (Yam); 2. Paul Eddy (Yam); 3. Gorden Clark (Yam).
250 AM: 1. Tim Devlin (Yam); 2. Rick Denison (Yam); 3. Randy Byers (Yam).
250 NOV: 1. Todd Kennedy (Yam); 2. Jim Butts (Yam); 3. Larry Kussler (Yam).
OPEN EX: 1. Chip Howell (Yam); 2. Mike Rose (Yam); 3. Leon Livingston (Hus).
OPEN AM: 1. Brian Sanders (Yam); 2. Bill Maki (Yam); 3. Tim Henderson (Hon).
OPEN NOV: 1. Dave Popoff (Hus); 2. Roger Lopez (Suz); 3. Bob Towne (Yam).
125 PRO: 1. Robbie Nolan (Yam).
125 EX: 1. Ed Foland (Kaw); 2. Terry Strauwald (Yam).
125 AM: 1. Bob Bell, Sr. (Suz); 2. Pam Foland (Kaw).
125 NOV: 1. Rory Chenowth (Suz); 2. Dan Morgan (Suz).
SR EX: 1. Lars Larsson (Hus); 2. Bill Silverthorne (Suz); 3. Bob Maynard (Hus).
SR AM: 1. Steve Bussel (Yam); 2. Jim Adsit (Suz); 3. Rick Ahrens (Suz).
SR NOV: 1. Dave Orosco (Suz); 2. Ted Scott (Yam); 3. Ken Brown (Suz).
MINI: 1. James Tucker (Suz); 2. Steven Goldstein (Yam); 3. Clint Reed (Yam).

Stevenson/Hope hop to D-38 team race win

By Loretta Pipkin

PLASTER CITY, CA, APR. 25

Dale Stevenson and Matt Hope captured the overall win in the Imperial Valley M.C.'s District 38 team race, leading the way after eight laps around an 18-mile course.

The Leon Livingston/Randy Hollenbeck team led the first three laps with Stevenson/Hope in sight of them. Donnie Kilgore and Dean Osthoff were in third, followed by the Terry Strauwald/Don Mathews team. Ed Foland seized his bike on the first loop, but still managed to get it to partner Paul Eddy in 10th place, and they pulled up to fourth in a few loops.

Going out onto the fourth loop, Livingston broke a chain and handed the lead to Stevenson/Hope. In turn, they were keeping an eye out for Strauwald/Mathews, while back at the ranch, Kilgore and Osthoff were moving up. Foland and Eddy were still going, but fighting mechanical troubles and Eddy, although he wouldn't admit it, had a painful rib cage from a bad Baja fall.

Stevenson/Hope led up to the seventh lap when young Osthoff smoked past, taking the lead going into the final lap. He flew into the pits, only to find that they weren't expecting him and his partner wasn't ready. Kilgore gave it a gallant try, but Stevenson/Hope finished first.

Third overall went to the 125cc Expert Strauwald/Mathews team, and the Vet duo of Monte Lee and Richie King finished fourth ahead of the first Amateurs, Chuck Humphrey and Brian Sanders.

Western hotline

(Top) Brian Myerscough dominated DeAnza's 125cc Pros. (Above) Craig Gormley took top DeAnza 250cc Pro money.

Myerscough motos to DeAnza Hawaiian victory

By Kit Palmer

SUNNYMEAD, CA, MAY 9

Honda's Brian Myerscough barely worked up a sweat while he demolished the 125cc Pro class today in the first round of DeAnza's Hawaiian Get-Away series. Myerscough flew to two flawless moto victories on the all new, reversed race course. The change was a welcome one, and everyone seemed to enjoy the new challenge.

As soon as the gate dropped for the start of the first 125cc Pro moto, Myerscough had already begun his roost into the lead. In pursuit of the leader was Dale's Modern Cycles' Richard Hoffman (Yam) and Riverside Suzuki's Donnie Sigrist (Suz). In fourth was Quinton Smith (Suz).

By the end of the first lap, Myerscough had already developed a comfortable lead, but most of the action was taking place between Hoffman and Sigrist. Hoffman held on to a slight lead over Sigrist, but Sigrist was waiting for the slightest mistake by Hoffman. The two battled throughout the moto, but Sigrist began to loose some ground to Hoffman by moto's end. Meanwhile, Myerscough cruised to an easy victory while Hoffman took second, and Sigrist settled for third.

Myerscough jammed to the front of the pack at the start of the second moto while Sigrist tried to hold back Hoffman. In no time at all, Myerscough extended his lead to a comfortable margin.

Sigrist and Hoffman were again dueling over second, but near the end of the moto Sigrist's front wheel washed out and Hoffman crashed into the downed rider. The two riders raced to get going again, but Hoffman's engine stayed running, giving him second. In the end, Myerscough took the win ahead of Hoffman and Sigrist.

A prime contender for the series trip-to-Hawaii first prize in the 250s is 250cc Novice winner James Cogley (Yam). Cogley took his Yamaha to the front of the class at the start of the first moto followed by Mark Montgomerty (Kaw), Steve Paris (Suz) and Gary Steinhoefel (Hon).

The fight for the lead was fierce, but Cogley managed to hold on to the top spot. Near the end of the moto, out of nowhere came Ruben Alvarado (Suz). Alvarado, after getting off to a so-so start, managed to stuff it by Montgomery on the final lap. Cogley held on to take the win followed by Alvarado, Montgomery and Steinhoefel.

The second moto holeshot went to Suzuki-mounted Paul Burval while

Rusty Taftlinger (Yam), Ken Odra (Yam) and Cogley pursued. Burval stretched his lead with every lap. Paris, who started off in sixth, quickly picked off enough riders to take over the second spot by the sixth lap. Burval took the checkered flag first while Paris took second. Third went to Taftlinger, inches ahead of Odra. Cogley's 5-1 combo was still good enough to capture the overall.

Results

PEE WEE: 1. David Ochoa (Yam); 2. Dale Smart (Yam); 3. Jeremy Burrell (Yam).
PEE WEE: 1. Scott Putnam (Yam); 2. Judd Scanlan (Yam).
MINI BEG: 1. Anthony Magallanes (Suz); 2. Bill Auberlen (Yam); 3. Todd Wensel (Suz).
MINI NOV: 1. Brett Guyatt (Yam); 2. Walter Armendriz (Suz); 3. John Abright (Yam).
MINI INT: 1. Tom Combs (Kaw); 2. Mike Fitzgerald (Hon).
125 BEG: 1. Mike Davesa (Yam); 2. Mike Magallanes (Yam); 3. Marlon Arana (Hon).
125 NOV: 1. Kevin Montgomery (Suz); 2. John Cushingham (Suz); 3. Darrell Statham (Yam).
125 INT: 1. Rudy Dickinson (Suz); 2. Doug Davison (Suz); 3. Jim Pearson (Suz).
125 PRO: 1. Brian Myerscough (Hon); 2. Richard Hoffman (Yam); 3. Donnie Sigrist (Suz).
250 BEG: 1. Steven Johnstone (Suz); 2. Todd Cunningham (Hon); 3. Larry Mack (KTM).
250 NOV: 1. James J. Cogley (Yam); 2. Steve Paris (Suz); 3. Paul Burval (Suz).
250 INT: 1. Vincent Gonzales (Suz); 2. Colin Ryan (Yam); 3. Kit Palmer (Hon).
250 PRO: 1. Craig Gormley (Yam); 2. Richard Hoffman (Yam); 3. Rick Roark (Hon).
OPEN BEG: 1. Jeff Fahy (Suz); 2. Tim Harlow (Yam); 3. Steve Temple (Yam).
OPEN NOV: 1. Reynard Rice (Yam); 2. Mike Carlo (Mai); 3. Rick Price (Yam).
OPEN INT: 1. Ron Lawson (Mai); 2. John Sarrail (Yam); 3. Bill Olsen (Hon).
VET INT: 1. Peter Bryk (Yam); 2. John Said (Mai); 3. Larry Lowen (Suz).
VET SR: 1. Paul Wilde (Yam); 2. Ed Michetti (Suz).

North knocks off Corona HS MX

By Kit Palmer

CORONA, CA, MAY 7

Tonight at Corona Raceway was the first round of the two round championship finals of high school MX competition. And it looks as though the outcome will be decided with the final moto of the series. At night's end North had taken the victory only two points ahead of Cerritos, 201-199. Although competing in the smaller division of high schools, Poly had gathered the most points with 234. Finishing second to Poly with 171 points was Moreno Valley while Esperanza captured third with 157.

Upland's workhorse, Pat Weber (Suz), captured the victory in both the 250 and 500cc Senior classes. Weber won all but one moto in both classes, and the one he didn't win was against Moreno Valley's Ken Campbell (Suz) in the 250cc Senior division. Campbell led from start to finish, doing every trick in the book to keep Weber at bay. One of Campbell's teammates, Scott Sampson, captured third.

The second moto was all Weber's, as he also led from wire to wire. Campbell's second in moto two gave him second overall. Sampson again settled for third taking third overall.

Todd Johnson (Yam) of Cerritos and Bill Scott of Esperanza traded moto wins in the 250cc Intermediate class, but Johnson won the deciding second moto to take the overall. Esperanza's Kurt Strand posted a 3-3 tally for third.

Riverside Suzuki's Bruce Harerow (Suz) took command in the unattached 125cc Intermediate class after he switched 3-1 scores with Rincon Kawasaki's Steve West (Kaw). In the first moto, West grabbed the holeshot with another Rincon Kaw rider, Jason Rincon, glued to his rear fender. Harerow, who got off to a slow start, began weaving his way through the pack. West managed to hold off Rin-

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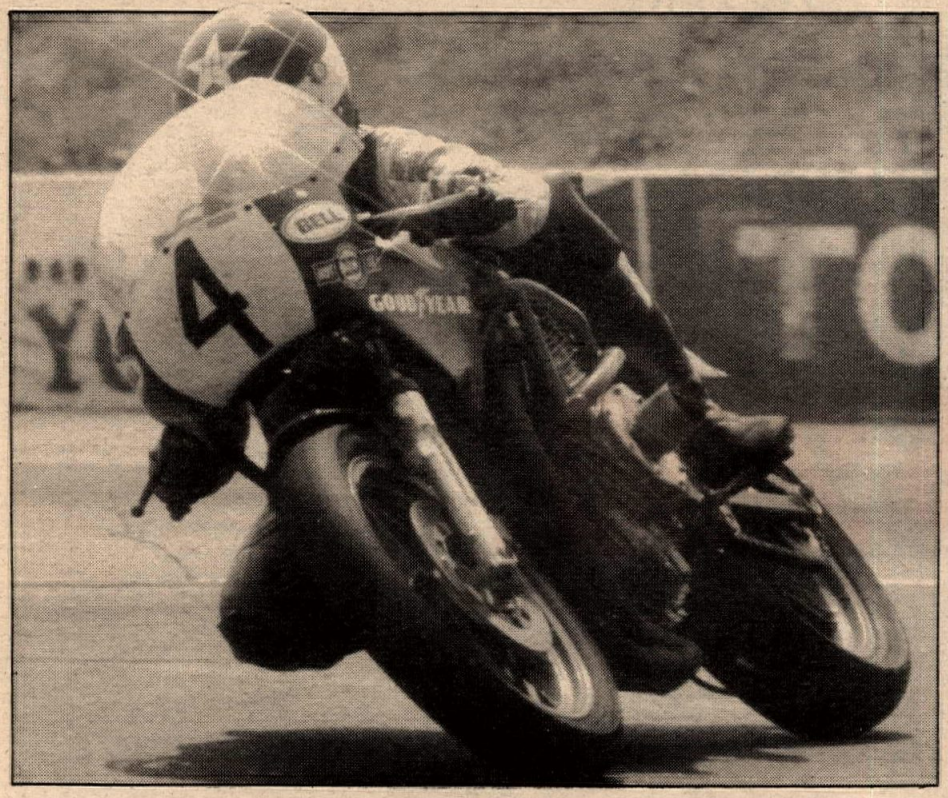
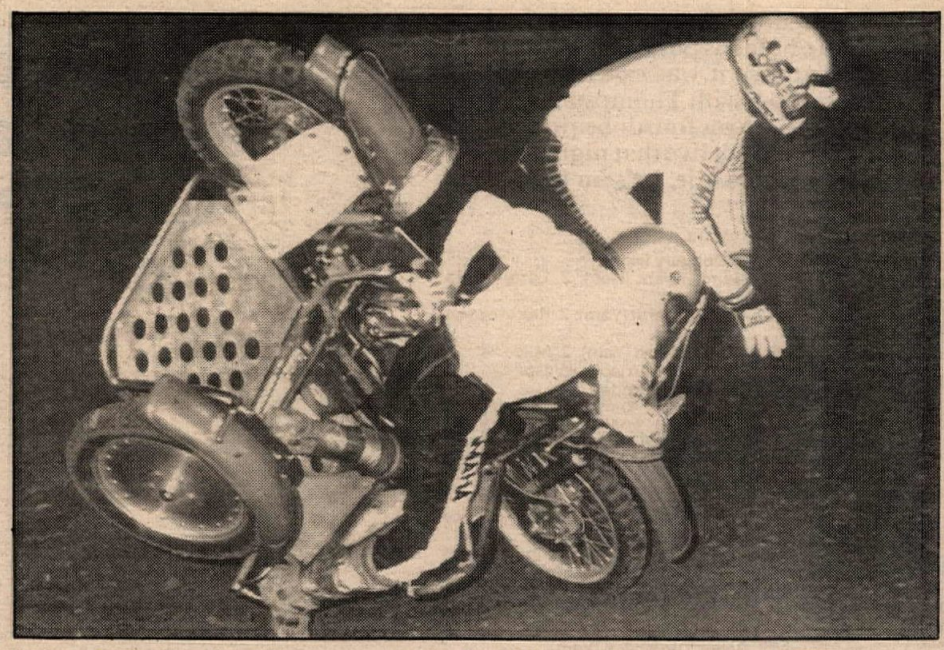


Hugh Humble humbled three classes at ARRA's Riverside event.



Miles Strickland and passenger hit trouble at the CMC Ascot TT.

con to take the win. Harerow worked his way into third while Jay Lytell (Suz) had to be content with fourth.

Rincon roosted his way to the front of the pack in the second moto narrowly ahead of Harerow, Dan Hovis (Yam) and Lytell. The battle up front began to heat up. Harerow pressured the leader until Rincon dropped out of the race, handing Harerow a comfortable lead. West worked his way into third after slipping by Lytell on the last lap. In the end it was Harerow who took the win followed by Hovis, West and Lytell.

Results

HIGH SCHOOL
MINI NOV: 1. Michael Dondel; 2. David Farris (Yam); 3. Andy Castro (Kaw).
MINI SR: 1. Gary Dent (Yam); 2. Chad Barnes (Kaw).
100 NOV: 1. Dave Farris (Yam); 2. Dino Terracciano (Yam); 3. Tony Heine (Kaw).
100 INT: 1. Valter Flicker; 2. Tom Gorson.
125 NOV MAIN: 1. Mike Diss; 2. Brad Miller; 3. Rick Lane.
125 NOV: I. Dan Straitt (Suz); 2. Mike Coleman; 3. Robert Licursi.
125 NOV: 1. Steve Caudill; 2. Ed Mendoza; 3. Jeff Winders (Yam).
125 INT: 1. Mark Milam (Kaw); 2. Wayne Reasuek; 3. Scott Mapes (Kaw).
125 SR: 1. Bryan Curtis (Kaw); 2. Joe Rincon (Kaw); 3. JAmes Conti (Hon).
175 NOV: 1. Phil Pia (Kaw); 2. Eric Anderson; 3. Ron Chacon (Yam).
175 INT: 1. Mark Milam (Kaw); 2. Scott Mapes (Kaw); 3. Mark Sautter (Yam).
250 NOV: 1. Tom Weels (Yam); 2. Brandon Sniderwine (Yam); 3. Mike Neft (Yam).
250 INT: 1. Todd Johnson (Yam); 2. Bill Scott; 3. Kurt Strand.
250 SR: 1. Pat Weber (Suz); 2. Ken Campbell (Suz); 3. Scott Sampson.
500 NOV: 1. Brandon Sniderwine (Yam); 2. Shawn Hanson (Hon); 3. Peters.
500 INT: 1. Bill Scott; 2. Willie Musty (Yam); 3. Kurt Strand.
500 SR: 1. Pat Weber (Suz); 2. Ken Campbell (Suz); 3. Brian Griewe (Kaw).
UNATTACHED
MINI BEG: 1. Rodney Sampson (Suz); 2. Travis Bellah (Kaw); 3. Garth Tarlow (Yam).
MINI NOV: 1. Alex Mansfield (Kaw); 2. Brett Guyett (Yam); 3. Joey Mendoza (Kaw).
MINI INT: 1. Thomas Combs (Kaw); 2. Roger Ebling (Kaw); 3. Mike Fitzgerald (Hon).
125 BEG: 1. Allan Moore (Hon); 2. Rick Tahow (Suz); 3. Rick Spooner (Yam).
125 BEG: 1. Tim Lineham (Yam); 2. David Reinbolt (Hon); 3. Steve Odehnal (Yam).
125 NOV: 1. Mike Garcia; 2. Dwight Wilkinson; 3. Robert Edwards.
125 INT: 1. Bruce Harerow (Suz); 2. Steve West (Kaw); 3. Dan Hovis (Yam).
250 BEG: 1. Rick Drummond (Kaw); 2. Phil Harisfield (Hon); 3. Chris Kleczko (Yam).
250 BEG: 1. Clay Stanford; 2. Todd Cunningham (Hon); 3. Brian Geurts (Suz).
250 NOV: 1. Tom Brown (Suz); 2. Larry Dimmitt (Suz); 3. Ben Chollar (Hon).
250 INT: 1. Rick Vanderham (Yam); 2. Kit Palmer (Hon); 3. Scott Yenzer (Hon).
250 PRO: 1. Vince McMahon (Yam); 2. Jack Scott (Yam).
500 BEG: 1. Greg Pangburn (Yam); 2. Steve Marold (Yam); 3. Armin Ofner (C-A).
500 NOV: 1. Dave Blosser (Yam); 2. Horst Leitner (KTM); 3. Aldo Bustillos (Suz).
500 INT: 1. Dean Wilkinson (Hon); 2. Ron Lawson (Mai).

Rhyan tops 250s at R.A.C.E. OCIR night MX

By Steven Crosby

IRVINE, CA, MAY 6

This particular Thursday night saw several familiar faces make their first appearance of the season at the Orange County International Raceway. Steve Rhyan, Don Griewe and Rich Collins joined the regulars in the 250cc Pro wars. Rhyan's Honda took the overall win with a 1-2 tally. In the 125cc Pro ranks, Randy Skinner was the survivor for the victory. And in a large turnout of Open bikes, Dave Eropkin took home the largest chunk of cash.

When the gate dropped for the first moto of 125cc Pro, the race was about over except for the winner's time. Kawasaki rider Tracy Meeks took the holeshot with Chris Heinrich and Randy Skinner trailing. The order never changed, and the leader was never challenged.

Between motos Heinrich discovered his bike was wasted and borrowed another machine for the second moto. That didn't last long either. Two laps into the second moto, Heinrich had to pull up for quick repairs. In the meantime, Meeks was pulling away when his motor seized, and that put him out for the night.

Skinner inherited the lead through no fault of his own. Heinrich, meanwhile, was back in the race but so far down that he had no chance to catch Skinner. Skinner rode very conservatively and ended up with the first overall with a 3-1 score.

In 250cc Pro, Ceet Honda rider Jim Brodie grabbed the holeshot with Steve Rhyan second. Brodie held everyone off for four laps. Then Rhyan made a sharp move to take the lead. That broke Brodie's concentration, and instantly he was in fifth. Rich Collins was in second at the halfway point with Griewe third and Andy Guth fourth. Don Griewe's Suzuki was making the most noise on the track, having moved up from fifth around Guth and Brodie. With the white flag out, Griewe set up Collins in one corner, pulled up even in the next and passed him in another. Rhyan took the win, with Griewe and Collins following.

In the second moto, Collins was the leader at the end of the first lap with Guth a close second on his Honda. Collins crashed on the second lap, turning the lead over to Guth. Griewe was now second but hurting from a crash on his Open bike. Brodie was third with Rhyan pressuring him again. Rhyan moved to third on the sixth lap then passed Griewe a lap later.

In the meantime, Guth was holding off all challengers. At the checkered flag, it was Guth by less than a second over Rhyan with Griewe in third.

Results

60 BEG: 1. 1. Joey Portillo (Yam); 2. Andre Crowe (Yam).
60 NOV: 1. Bobby Dlugos (Yam).
MINI BEG DIV 1: 1. Walter Armendariz (Suz); 2. Anthony Magallones (Suz); 3. Kevin Mass (Yam).
MINI BEG DIV 2: 1. Steve DeZwart (Yam); 2. Ken Wolack (Yam); 3. Eddie Webb (Yam).
MINI BEG DIV 3: 1. Jerry Cotter (Kaw); 2. Paul Molina (Yam); 3. Scott Noseworthy (Yam).
MINI NOV: 1. Craig Canoy (Suz); 2. Jeff Clifton (Yam); 3. Thayne Zito (Yam).
MINI INT: 1. Wade Bone (Yam); 2. Derek Nye (Yam); 3. Thomas Combs (Kaw).
MINI EX: 1. Tim Ritherford (Kaw).
125 BEG DIV 1: 1. Mike Kasinga (Yam); 2. Jim Fry (Yam); 3. Joe Rosen (Yam).
125 BEG DIV 2: 1. Mike Magallones (Yam); 2. Brian Dolan (Suz); 3. Juan Barretto (Yam).
125 BEG DIV 3: 1. Steve Potter (Kaw); 2. Rob Edwards (Hon); 3. Tony Wright (Yam).
125 NOV DIV 1: 1. Paul Colston (Kaw); 2. Doug Hawkins (Kaw); 3. Dave Jones (Yam).
125 NOV DIV 2: 1. Richie Hovis (Yam); 2. Kirk Litzenberg (Yam); 3. Kerry Sorenson (Yam).
125 INT: 1. Chris Taylor (Kaw); 2. Bill Clemson (Yam); 3. Rick Palladino (Yam).
125 PRO: 1. Randy Skinner (Suz); 2. Chris Heinrich (Yam); 3. Tracy Meeks (Kaw).
250 BEG: 1. Ray Bowman (Yam); 2. Bob O'Neill (Hon); 3. Allen Curry (Suz).
250 NOV: 1. Chris Shaw (Suz); 2. Pat Killam (Suz); 3. Carl Reed (Suz).
250 INT: 1. Gary Sheroman (Suz); 2. Von Wallace (Kaw); 3. Ken Campbell (Suz).
250 PRO: 1. Steve Rhyan (Hon); 2. Andy Guth (Hon); 3. Don Griewe (Suz).
OPEN BEG: 1. Leo Saul (Yam); 2. Dave Grupenhagen (Yam); 3. Steve Snook (Mai).
OPEN NOV: 1. Jeff Sanchez (Hon); 2. Jeff Alter (Yam); 3. Karl Holmberg (Yam).
OPEN INT: 1. Larry Wells (Suz); 2. Randy Minter (Mai).
OPEN PRO: 1. Dave Eropkin (Suz); 2. Gary Gonzales (Mai); 3. Bill Keefe (Hus).
VET: 1. Ray Pisarski (Hon); 2. Bob O'Neill (Hon).

Thompson triumphs at CMC Ascot TT

By Maureen Lee
Photo by Dan Mahoney

GARDENA, CA, MAY 5

Once again, the Continental Moto-sport Club's Thursday night TT scrambles proved to be the place for top notch experience to be gained tonight at Ascot.

Roger Thompson definitely was the rider of the night. He appeared in a couple of classes, but Open Pro was his triumph on a 500cc Yamaha lots bigger than he is. (He's one of our up and coming youngsters.) He gave AMA Pro Junior Tommy Walton absolute fits in the second race.

First round it was Walton leading, then a 114E — who is not identified in the results but is usually Jimmy Snow who had two bikes in the pits — Thompson and Woody Lindsay. Chris Cannon was having a bad night with brakes, then lost many laps getting his chain back on after it came adrift. That rundown finished the same way, and that 114E was blasting it against some much bigger machines.

The second one had Walton again leading, then Thompson who defended awhile against Cannon who got him finally in the left-hand loop after the jump. Chris flamed out soon after that and had to be bump started, and he took after the pack but was way back.

Walton was having fun up front and obviously didn't spot old Roger sneaking up, but suddenly there he was. It was fun for a while, but Tommy suddenly realized that Roger wasn't playing, and he had better get the lead out. Thompson was positively stuffing his front wheel under the more experienced rider and having the ride of his life...only yesterday he was a district minibiker too! Even Walton's friends were cheering the kid on, he was giving Tommy such a good go.

They shuffled spots back and forth through the esses with Tommy emerging first, but back came Thompson, hanging on like a terrier, and he took the lead away again on the last lap and kept it to the flag. Walton is a most likeable racer and took all the joshing he got afterwards very good naturedly, even if Roger did take away first place money.

He returned the favor in the more crowded 500cc Pro race, though. In the first round, a pile-up of two bikes happened in turn one. The two bikes were on top of their riders, heaving up and down, and Roger Thompson and John Sperry struggled out from underneath. No damage was done, and they got going again, although several laps down.

Out front, Walton was charging away followed by Chris Cannon and first 250cc Pro Jimmy Snow. Cannon and Walton swapped around first a couple of times, but Walton held onto it, and although Snow's bike

stuttered a couple of times, he was able to hold his position as first 250cc.

Next race it was exactly the same procession, with Thompson this time holding a firm fourth behind Snow. Still, he won't live that night's efforts down for a while; he's on his way.

Resullt

MINI: 1. David Dungery (Hon).
125 JR: 1. Glenn Bryant (Hon); 2. Larry Saxon (Hon).
125 INT: 1. David Ehrhardt (Yam); 2. Rex Wessels (Yam).
SIDECAR: 1. Tom Ridyard (Yam); 2. Miles Strickland (Yam); 3. Trevor Harrison (Wasp); 4. Bob Schnoor (Mai); 5. Baron Crandell (Tri).
COMB VET (OVERALL): 1. Dennis Pinheiro (Yam); 2. George Huebner (Yam); 3. William Fulton (Yam).
OPEN JR: 1. Woody Lindsay (Yam).
OPEN INT: 1. Ken Owen (Yam).
250 JR: 1. Orlando Lambay (Hon); 2. Dale Hopkins (Suz); 3. Bob Gabler (Yam).
500 INT: 1. Rick Hanley (Hon); 2. Dane Kane (Yam); 3. Ron Pearce (Yam).
500 JR: 1. Woody Lindsay (Yam); 2. Lee Lindsay (Kaw).
250 PRO: 1. Jimmy Snow (Yam); 2. Jim Stentz (Yam).
500 PRO: 1. Tommy Walton (Yam); 2. Chris Cannon (Yam); 3. Roger Thompson (Yam).
OPEN PRO: 1. Roger Thompson (Yam); 2. Tommy Walton (Yam); 3. Chris Cannon (Yam).

Humble Lone Star at ARRA Riverside

By Lori Tyson

RIVERSIDE, CA, MAY 2

Texan Hugh Humble decided that he wanted some California souvenirs, at the American Road Racing Association's Silver Cup race at Riverside International Raceway, he went out and won three trophies to take home with him.

In Open Four-stroke GP, Hugh was shadowed by Robbie Radel and Jim Collins. On lap five Collins was able to grab the lead but couldn't hold it. Hugh regained the lead by lap six and decided enough was enough and turned on the gas. All of a sudden, there was a big space between him and second place Collins. Collins, meanwhile, proceeded to put distance between himself and Radel, and that's the way it finished. Radel took third overall and first 900cc.

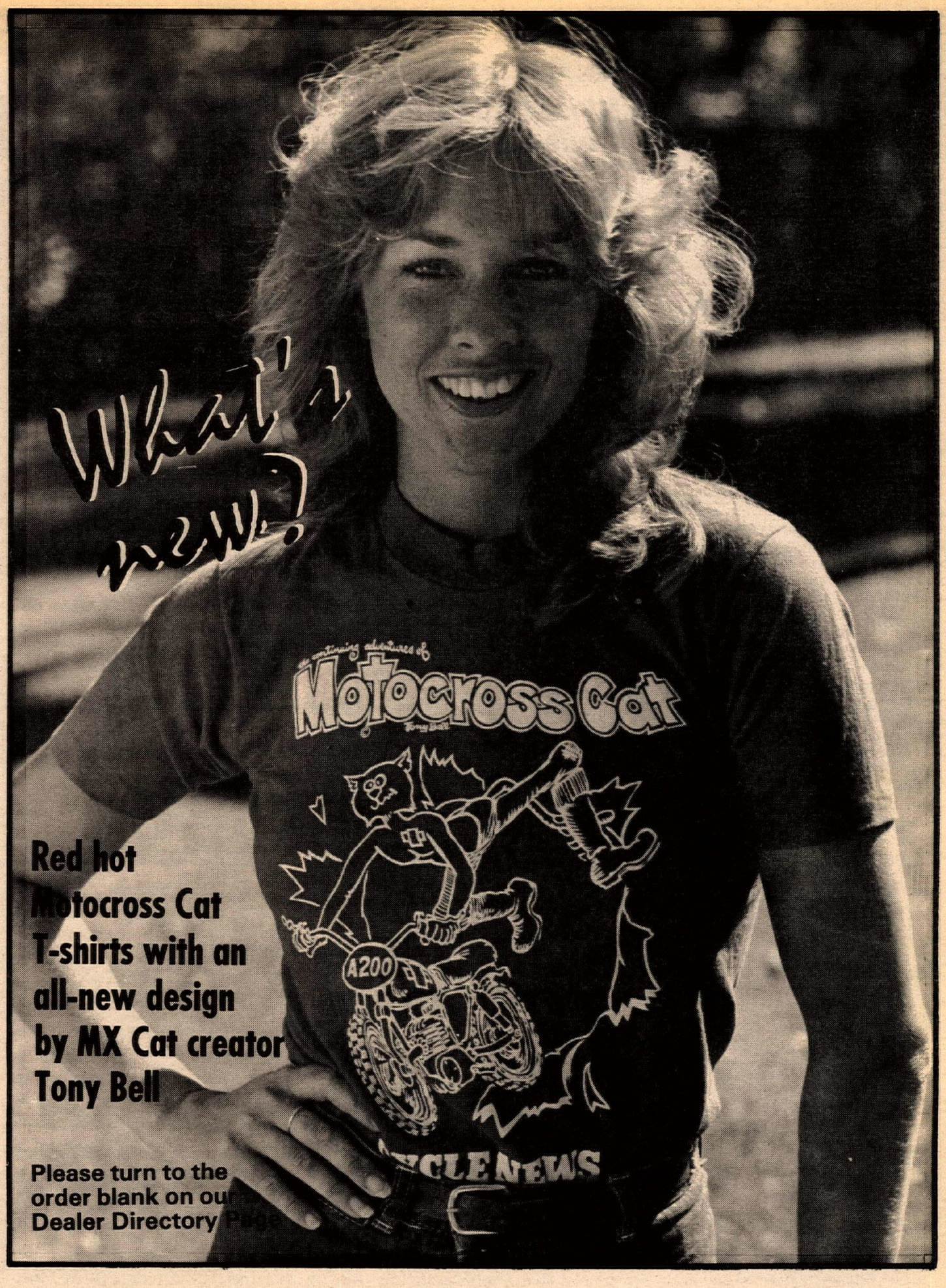
Humble, on his Bimota Kawasaki, won Open Super Street easily, with 1:38.5 lap times. There was a real battle for second between Denny Fryer, Ely Schless, Robbie Radel and Tom Sharp. By lap seven, Fryer had lengthened his lead, leaving the other three dicing. Radel held third until the last lap when Sharp pulled off an excellent pass going into turn six and held that spot to place third overall and second 750cc. Steve Shelton and Scott Strehlow had a good race between them, although neither one placed at the finish.

Humble took his third trophy in Open GP without a struggle. Steward, on his Yamaha-sponsored TZ250J, dueled Tracy Greiger for most of the race until Greiger dropped out, leaving Steward with second overall and first 500cc.

In 250cc GP, Steward had a fantastic race with Greiger and took the win with 1.40 lap times. Greiger was mounted on a Barry Elliot-prepped Yamaha.

In 750-Open Box Stock, Terry Statum took the first place trophy, but there was some heavy dicing for second between Trevor Dunne, Steve Gardner and Steve Mallonee, with lots of passing and repassing. But on the last lap, Dunne overcooked it in turn seven and crashed, unhurt. Gardner took second overall and first 750cc.

Terry Statum took another win in Open Production but 750cc classer



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Denny "Freeway"Fryer pushed him hard all the way to the checkers to take second overall, first 750cc. In the 600cc class, Aaron Post won on an '82 GPz550, with Joe Bruscella and Scott Harmala giving him chase all the way. On lap six Bruscella had the lead, and Post almost went down trying to pass him on the outside of turn six. Lap seven the two were side by side, and Harmala was right behind, dicing with Doug Toland (who hasn't raced in at least a year). At the end, Post got to the flags first followed by Bruscella and Harmala in that order.

In 600cc Box Stock, Mike Haller clawed his way up from the back of the pack to take the victory from leaders Bruscella and Harmala, but right after crossing the finish line, Haller ran out of gas! Nothing like cutting it close!

In morning practice there was a rather bad crash in turn nine as some undetected oil was on the track, and four riders found it. Steve Sabatini was hospitalized with a skull fracture and other assorted injuries, but it looks like he'll be OK. Rye Hefley has a broken femur so he will be off bikes for a while. The other guys sustained just superficial injuries, so all in all, everyone was lucky this time. But turn nine was coned off all day, and there was a no passing rule put in effect, just for turn nine, because of the danger. No one else went down there for the rest of the day, but there were a few minor crashes elsewhere.

The turn workers did a fine job this time of getting the flags out and being where they were needed right when they were needed. Sign-in was also run very well with Ruth Smith devising a new, more efficient way of doing things.

The next ARRA race is June 6 at Willow Springs. For info call 805/966-5700.

Results

250 GP: 1. Chris Steward (Yam); 2. Tracy Greiger (Yam); 3. Robert DeWitt (Yam).
600 PROD: 1. Aaron Post (Kaw); 2. Joe Bruscella (Kaw); 3. Scott Harmala (Kaw).
750 PROD: 1. Denny Fryer (Hon); 2. Steve Gardner (Kaw); 3. Jack Matlock (Hon).
OPEN PROD: 1. Terry Statum (Suz); 2. Donnie Staman (M-G); 3. Dwight Waldo (Kaw).
450 PROD: 1. Howard Monise (Yam); 2. Clint Whitehouse (Yam); 3. Jeff Braucht (Yam).
125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Barry Smallwood (Yam).
500 GP: 1. Chris Steward (Yam); 2. Robert DeWitt (Yam); 3. Tom Sera (Yam).
OPEN GP: 1. Hugh Humble (Kaw); 2. Jim Collins (Kaw).
450 BOX STK: 1. Perry Stein (Yam); 2. Phillip Smith (Yam); 3. Doug Booth (Yam).
600 BOX STK: 1. Mike Haller (Kaw); 2. Scott Harmala (Kaw); 3. Joe Bruscella (Kaw).
750 BOX STK: 1. Denny Fryer (Hon); 2. Tom Sharp (Kaw); 3. Robbie Radel (Kaw).
OPEN SUPER STK: 1. Hugh Humble (Kaw); 2. John Wells (Hon); 3. Donnie Staman (M-G).
100GP: 1. Dusty Behrmann(Hon); 2. Royce Flora (Hon).
FORMULA FOUR: 1. Don Nelson (C-A); 2. Jim Collins (Yam); 3. Greg Chavez (Hon).
250 PROD: 1. Dan Diaz (Yam); 2. Robert Pritchard (Yam); 3. Richard Trask (Yam).
VINTAGE 1 (750): 1. David Fiorelli (BSA); 2. Pat Dale (BSA); 3. Malcolm Croxton (BSA).
VINTAGE 2 (OPEN): 1. David Breetwor (BSA); 2. Bill Burldett (Nor); 3. Richard McColl (Mat).
CLASSIC 1 (750): 1. Greg Phillippi (BSA); 2. Chris Nissen (Nor); 3. John Crockett (Tri).
CLASSIC 2 (OPEN): 1. Mick Ofield (Nor); 2. Al Spears.
450 SUPER STREET: 1. Ken Stack (Yam); 2. Jay Tanner (Yam); 3. Howard Monise (Yam).
600 SUPER STREET: 1. Steve Reynosa (Hon); 2. Scott Harmala (Kaw); 3. Walter Nitto (Kaw).
750 BOX STK: 1. Steve Gardner (Kaw); 2. Steve Mallonee (Hon); 3. Carl Cassone (Kaw).
OPEN BOX STK: 1. Terry Statum (Suz); 2. Dwight Waldo (Kaw).
125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Marty Anderson (Hon).
200 GP: 1. Don Nelson (C-A); 2. Alex Sardo (Yam).
250 SUPER STREET: 1. Rob Stabile (Yam); 2. Jeff Kratka (Yam).
600 FOUR-STROKE GP: 1. James Dickenson (Hon); 2. Kennie Buchanan (Kaw); 3. Richard Doney (Kaw).
900 FOUR-STROKE GP: 1. Robbie Radel (Kaw); 2. Tom Sharp (Kaw); 3. Steve Dyer (Hon).
OPEN FOUR-STROKE GP: 1. Hugh Humble (Kaw); 2. Jim Collins (Kaw).
50 PROD: 1. Terry Maves (Kaw); 2. Jack Moore (Kaw); 3. Terry Wells (Kaw).
50 GP: 1. Don Hale (Itj).
SIDECARS: 1. La Pierre/Taylor; 2. Rice/ (Yam); 3. Garnett/James (Kaw).

Kline finds CRC Dunes MX success

By Terry Rezek

VALENCIA, CA, MAY 2

While some of the troops followed the "Dunestown" series to Arroyo in search of the attractive paybacks, the hardcore motocrossers tackled the International track at Indian Dunes in the California Racing Club's regular first Sunday race.

Moto one of the Open Pro found two big bore Hondas elbow to elbow in the first turn. Adam Ford put his into the lead with Bob Kline of North Hollywood Honda momentarily in second. About halfway around the course, there was a series of rollers, the last two of which could be shot in one big jump. That was where Kline moved to pass Ford. Within 20 feet of landing was a hairpin turn. It was time to brake with one foot, downshift with the other and drag the third. Things got a bit tight, but Kline pulled into the lead right there.

Pete Snorteland had gotten off the line and was coming on strong. By the beginning of lap two, he was looking for a way around Ford and by the end of the lap, he found it. He then moved to within firing range of Kline and waited for a break. It came in lap seven, when Kline slid out a little too wide and Snorteland grabbed the lead. Kline was right back in the fight and got close enough to Snorteland for clinches. They sparred for three more laps until Kline was able to jab to the inside on one of the many tight turns and retake the lead. Snorteland tried to get back by but time was up and Kline took the win. Ford came in at third.

Moto two had a deja vu beginning. Kline and Ford were arm in arm into the first turn, but when the dust settled, Snorteland had slipped his DG Yamaha into second. And so they chased each other for 11 more laps, changing nothing but the interval between them and so they finished Kline, Snorteland and Ford for this moto and for the overall order.

Randy Johnson shot first in moto one of the 250cc Pros but went too high on the first turn and Snorteland cut him off to come out in the lead. Bill Ouelette, Craig Cole and Gary Adams all followed Snorteland and the scramble was on. On lap two, Cole and Ouelette swapped positions and Cole moved up to challenge Snorteland for the next two laps. It seemed that Snorteland's bike was sounding a little raspy but Cole was the one who suddenly started losing power. He eventually was forced to retire for the day. Oulette and Adams moved up to second and third.

Snorteland seemed to be enjoying a comfortable lead but Ouelette found the boost button on his Sunshine Yamaha and began closing at about three seconds per lap. By the white flag lap, he was close enough to Snorteland that they were simultaneously airborne over all the jumps. Ouelette tried the inside, the outside, highside, lowside and even the upside but Snorteland kept him out to take the moto win. Adams came in third.

Moto two was anticlimactic. Ouelette took an immediate lead, closely followed by Snorteland and Johnson. Adams gave Johnson some brief dispute in the early laps but before mid-race, everyone had settled on the finishing order of Oulette, Snorteland and Johnson. The better second moto finish gave Oulette the first place money.

Pat O'Donnel took the 125cc Pro lead shortly after the start and went straight to the win of moto one. Ed Eckert came around in second and Bob Byrne was already challenging. In lap two, Byrne stuffed his Simi Cycle Suzuki past Eckert to hold second to the end. That was the story for the remaining 10 laps.

Moto two had somewhat more activity. Byrne took the immediate lead with Eckert next and Paul Arnold in third. O'Donnell got a dead last start, but exploded and caught up to the pack. On lap two, he passed three riders in less than two minutes to move up to second. By lap three he was breathing on Byrne's heels and, throwing it sideways in the sweeper at the end of the course, passed Byrne by right in front of the scoring tower to start the fourth lap in the lead. Byrne tried to catch up but O'Donnell was outdistancing everyone today and went on for the win and first overall for the day. With two seconds, Byrne got second money.

Results

60 NOV: 1. Jesse James (Yam); 2. Chris Ross (Yam).
60 EX: 1. Ronnie Densford (Yam).
MINI BEG: 1. Brock Suter (Yam: 2. Robert Hopkins (Suz); 3. Kid Carpenter (Hon).
MINI NOV: 1. Tom Holt (Kaw); 2. Chris Lara (Suz); 3. Chris Burgess (Suz).
MINI INT: 1. Joseph Lozano (Yam); 2. Shane Triller (Suz); 3. Troy Welty (Suz).
MINI EX: 1. Richard Fleming (Yam).
100 NOV: 1. Tony Lawes (Yam).
125 BEG: 1. Dennis Ivarson (Yam); 2. James Dean Faulkner (Suz); 3. Richard Hartz (Kaw).
125 NOV: 1. Gary Sailors (Suz); 2. Sammy Avoian (Suz); 3. Chris St. Marie (Yam).
125 INT: 1. Bruce Delgado (Suz); 2. Mark Davis (Yam); 3. Jim Boyd (Yam).
125 PRO: 1. Pat O'Donnell (Suz); 2. Bob Byrne (Suz); 3. Darin Layton (Hon).
250 BEG: 1. Clyde Williams, Jr. (Suz); 2. Dean Lane (Yam); 3. Scott Berry (Yam).
250 NOV: 1. Kely Pugmire (Hon); 2. Mike Raschke (Hon); 3. Louie Romo (Yam).
250 INT: 1. Kevin Brown (Suz); 2. Perry Scott (Hon); 3. Martin Klopman (C-A).
250 PRO: 1. Bill Ouellette (Suz); 2. Pete Snorteland (Yam); 3. Gary Adams (Hon).
OPEN BEG: 1. Brett Morgan (Yam); 2. Steve Galland (Mai); 3. Lee Waddell (Yam).
OPEN NOV: 1. Rodger D. Williams (Yam); 2. Mike DiStefano (Yam); 3. Philip Daigneaulet (Mai).
OPEN INT: 1. Brian Wassell (Suz); 2. Rodger McCAbe (Suz); 3. Greg Atkinson (Yam).
OPEN PRO: 1. Bob Kline (Hon); 2. Pete Snorteland (Yam); 3. Adam Ford (Hon).
VET JR: 1. Jerry Thayer (Yam); 2. Wes Sharp (Yam).
VET INT: 1. Bruce Hoover (Yam).
VET SR: 1. Bob Milner (Yam).
FOUR-STROKES: 1. Marty Desbrow (Hon); 2. John Lunsford (Hon).

Conney tops Minis; Evans, Palmer split 125s at CMMC Barona MX

By Rod Eschenburg

SAN DIEGO, CA, MAY 2

Suzuki R&D rider John Conney today made a clean sweep of the California Mini Motorcycle Club Mini Intermediates as he ran away from Yamaha-mounted Ramon Dominguez in the Stocks and then downed Shawn Davidson (Kaw) in a relatively close second moto for the Modified gold.

It was Conney's first appearance at his home track, Barona Oaks, in quite a while, but he wasted no time in mastering the many jumps and whoop-de-dos graded in by trackman Don Shirley. Actually, this year at Barona nobody will ever get the course "dialed in" as Don changes roughly 50% of the track each race meet!

Only in the 105cc Minis did Conney falter as he ran second to the lone Expert of the day, Cory Falter (Yam). Hey, Experts, Cory is getting tired of running by himself, so get on down here.

The 125cc Motorcycle classes were highlighted by the largest field of Expert riders in recent history. After four torrid motos, it was Billy Evans going two for two over fellow Honda rider Mitch Palmer with a very close Bobby Vrhel (Yam) in third.

In the Modifieds, it looked to be Evans once again as he grabbed the first moto over Palmer, but in the second go 'round, Evans developed a case of "fall-itis," allowing the Oceanside Honda rider, Palmer, to cruise home the winner over a hard charging Vrhel.

The 125cc Intermediates saw another split as Suzuki-mounted Rich Schulenberg grabbed the Stocks, and Bobby Voorhees (Escondido Kaw) went two for two in the Modifieds. Voorhees actually had three wins on the day, but a DNF in the first moto of the Stocks dropped him out of contention. Next race, Voorhees will join the big Expert field, with Schulenberg only about a race behind.

The Novices were as usual very competitive, with two riders scoring career firsts. In the Stocks it was Dan Southworth (Kaw), and the Modifieds featured Larry Nichols (Suz). Both classes saw smooth riding Paul Masek (Yam) run second.

Results

MINICYCLE
STK INT: 1. John Conney (Suz); 2. Ramon Dominguez (Yam); 3. Terry McClure (Yam).
MOD INT: 1. John Conney (Suz); 2. Shawn Davidson (Kaw); 3. Eric Dickerhoff (Kaw).
SPECIAL 105 MINIS: 1. Cory Falter (Yam); 2. John Conney (Suz); 3. Dan Endries (Yam).
STK NOV (12-16): 1. Mike Allen (Suz); 2. Joey Mendoza (Kaw); 3. Gary Pratt (Hon).
MOD NOV (12-16): 1. Mike Allen (Suz); 2. Joey Mendoza (Kaw); 3. Ed Siler (Yam).
STK NOV (9-11): 1. Tommy Clowers (Yam); 2. Jason Frieze (Yam); 3. Cliff Schulenberg (Suz).
MOD NOV (9-11): 1. Tommy Clowers (Yam); 2. Cliff Schulenberg (Suz); 3. Jason Frieze (Yam).
BEG: 1. Danny Dillard (Yam); 2. David Utley (Yam); 3. Mike Ancell (Kaw).
MOTORCYCLE
STK 125 EX: 1. Billy Evans (Hon); 2. Mitch Palmer (Hon); 3. Bobby Vrhel (Yam).
MOD 125 EX: 1. Mitch Palmer (Hon); 2. Bobby Vrhel (Yam); 3. Keith Craig (Yam).
STK 125 INT: 1. Rich Schulenberg (Suz): 2. Mark Milan (Kaw); 3. John Phillips (Suz).
MOD 125 INT: 1. Bobby Voorhees (Kaw); 2. Mark Milan (Kaw); 3. Mike Shepardson (Suz).
STK 125 NOV: 1. Dan Southworth (Kaw); 2. Paul Masek (Yam); 3. Bobby Ashburner (Suz).
MOD 125 NOV: 1. Larry Nichols (Suz); 2. Paul Masek (Yam); 3. Brian Felise (Yam).
125 BEG: 1. Doug Joseph (Suz); 2. Steve Roger (Yam); 3. Bill Wiggins (Yam).
JR CYCLE
STK 9-11: 1. Tommy Clowers (Yam); 2. Eddie Gaumond (Yam); 3. John Montenirgen (Yam).
MOD 9-11: 1. Tommy Clowers (Yam); 2. Eddie Gaumond (Yam); 3. John Montenirgen (Yam).
STK 0-8: 1. Sean Thornton (Yam); 2. Justin Rich (Yam); 3. Dennis Dahlin (Yam).
MOD 0-8: 1. Dennis Dahlin (Yam); 2. Sean Thornton (Yam); 3. Justin Rich (Yam).
PEE WEE MOD: 1. Justin Rich (Yam); 2. Eric Hawes (Yam); 3. Eric Stafford (Yam).

Russell romps at Canyon ST/TT opener

By Jauna Balderston

PHOENIX, AZ, APR. 30

Phoenix's Canyon Raceway found a hardy turnout tonight for its first Friday night race. With a $500 purse up for grabs, to be split between the 250 and Open Expert classes on both the short track and TT courses, the competition was tought and the anticipation great as riders ran for that checkered flag.

In the Trophy dash, Marlow Parks grabbed the win, his third such victory for the past three consecutive races.

The Open Expert short track main saw some tough riding between Parks and Bob Russell. Pulling away from the rest of the pack early on, the contest between Russell and Parks became a race of men alone, as each rode identical machines. Russell found his way to pull ahead of Parks on the straightaways only to find Parks right

on his rear wheel in the turns. Russell came through with the win.

A string of miscalculations caused many a lead change in the 250cc Expert class on the TT track. The first three laps found Bruce Luft in the number one spot. This same position was then turned over to Rick Williams for a few laps who in turn lost it to Mike Yogerst. Williams regained first place in time to win the race. Though the fourth rider in the class, Darin Balderston, never got into the first place spot, his consistent riding style allowed him to hold his own as he was greeted at the finish line with second place.

Canyon's next race will be Friday night, May 14.

Results

SHORT TRACK
PEE WEE: 1. Danny Yogerst; 2. Kevin Cook; 3. Brian Frye.
MINI: 1. Danny Kirk; 2. Todd Yogerst; 3. Syd Nichols.
250 NOV: 1. Paul Dunne; 2. Aaron Eustace; 3. Randy Jacobs.
250 EX: 1. Rick Williams; 2. Mike Yogerst; 3. Mike Stewart.
OPEN NOV: 1. Ron Masterson; 2. Bruce Franzen; 3. Jack Wickander.
OPEN AM: 1. Ric Crandell; 2. Buck Burcham; 3. Edward Mores.
OPEN EX: 1. Bob Russell; 2. Marlow Parks; 3. Pat Antonides.
TT
PEE WEE: 1. Kevin Cook; 2. Danny Yogerst.
MINI: 1. Todd Yogerst; 2. Matt Harper; 3. Danny Kirk.
250 NOV: 1. Tom Colquette; 2. Paul Dunne; 3. Randy Jacobs.
250 EX: 1. Rick Williams; 2. Darin Balderston; 3. Bruce Luft.
OPEN AM: 1. Butch Odom; 2. Charlie Hahn; 3. Ric Crandell.
OPEN EX: 1. Bob Russell; 2. Marlow Parks; 3. Tom Burcham.

Mini action highlights R.A.C.E. OCIR night MX

By Steven Crosby

IRVINE, CA, APR. 29

It's been a busy year so far at Orange County International Raceway, and tonight was no exception. But the congestion in the pits was relieved a bit by parking the cars of spectators in a separate area from riders. This made it easier for everyone to get around.

Two familiar faces won 125 and 250cc Pro. Todd Peterson notched up another win under the lights in 250, and Tracy Meeks put his Kawasaki into the 125cc winner's circle. And a new face to OCIR, Bill Keefe, powered his Pro Circuit Husky to the Open Pro win.

In Mini action, the Expert and Intermediate classes left on the same row. In the first moto, the first start was red-flagged as several riders piled up in the tricky first turn. That pile-up knocked Glenn Tucker out of the action for the night.

The restart saw Wade Bone put his Rustan Yamaha into the lead with Expert Tim Rutherford right behind. The two quickly pulled away from the pack but not from each other. Rutherford finally wore down Bone and took the lead in the tricky stutter bumps. Bone had the outside line going into the stutter bumps, but Rutherford had tucked himself into the inside and slowly squeezed off Bone's line until he had a wheel in front and then was gone.

In the meantime, Tommy Combs and Greg Trachy were battling for third. But Trachy crashed, and Combs rode to a steady third place finish.

In the second moto it was Rutherford's Kawasaki from the green flag with Bone stuck chasing him. Trachy started out in third but went down and DNF. Combs again was there to finish third behind Rutherford and Bone.

In Mini Novice action, Craig Canoy took the early lead with a lot of pressure from Bart Pitts. Canoy held him off for several laps, but Pitts took the lead halfway through the moto. Scott Brodie began the moto in third but fell back a spot when Jeff Clifton caught him in the early going. Pitts was first to the checkered with Canoy, Clifton and Brodie behind.

In the second moto, Pitts was gone from the drop of the gate and stayed in front for his third win in as many weeks. Clifton got the jump on Canoy and though Canoy was close most of the go 'round, Clifton held him off for second overall.

Results

60 BEG: 1. Bobby David (Yam).
60 NOV: 1. Buddy Antunez (Yam); 2. Bobby Dlugos (Yam).
MINI BEG DIV 1: 1. Gary Trachy (Suz); 2. Tom Bonacci (Yam); 3. Don Burke (Yam).
MINI BEG DIV 2: 1. Jerry Cotter (Kaw); 2. Steve DeZwart (Yam); 3. Rick Sandoval (Kaw).
MINI BEG DIV 3: 1. Orlando Delfon (Yam); 2. Chad Smart (Suz); 3. Dave Bedford (Yam).
MINI NOV: 1. Bart Pitts (Yam); 2. Jeff Clifton (Yam); 3. Craig Canoy (Suz).
MINI INT: 1. Wade Bone (Yam); 2. Tommy Combs (Kaw); 3. Greg Trachy (Yam).
MINI EX: 1. Tim Rutherford (Kaw).
125 BEG DIV 1: 1. Jason Coolbaugh (Yam); 2. John Dellaripa (Suz); 3. John Miller (Suz).
125 BEG DIV 2: 1. Juan Barretto (Yam); 2. Todd Correll (Yam); 3. Joe Rosen (Yam).
125 BEG DIV 3: 1. Mike Magallanes (Yam); 2. Steve Potter (Kaw); 3. Jim Nilson (Yam).
125 BEG DIV 4: 1. Art Morgan (Yam); 2. Tony Wright (Yam); 3. Brad Christian (Suz).
125 NOV DIV 1: 1. Paul Colston (Kaw); 2. Roy Watkins (Yam); 3. Eric Clemson (Yam).
125 NOV DIV 2: 1. John Davis (SUz); 2. Bill Weatherill (Suz); 3. Kurt Strand (Kaw).
125 INT: 1. Curt Malins (Hon); 2. Don Luce (Yam); 3. Mike Sitton (Suz).
125 PRO: 1. Tracy Meeks (Kaw); 2. Chris Heinrich (Yam); 3. Randy Skinner (Suz).
250 BEG: 1. Bruce Jensen (Yam); 2. Bruce Steiner (Yam); 3. Tom Jarrell (Hon).
250 NOV DIV 1: 1. Pat Killam (Suz); 2. Dave Jones (Yam); 3. Greg Nash (Hon).
250 NOV DIV 2: 1. Scott Lohr (Suz); 2. Carl Reed (Suz); 3. Kris Barker (Yam).
250 INT: 1. Rob Trone (Hon); 2. Paul Fitz-Gibbon (Suz); 3. Lance Mason (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Micky Dymond (Mai); 3. Andy Guth (Hon).
OPEN BEG: 1. Leo Saul (Yam); 2. Tom Anderson (Hon); 3. Steve Snook (Mai).
OPEN NOV: 1. Steve Vest (Yam); 2. Bill Melanson (Yam); 3. Kayo Knight (Suz).
OPEN PRO: 1. Bill Keefe (Hus); 2. Frank Steiner (Suz).
VET: 1. NEil Stapleton (Hon); 2. Bob O'Neill (Hon); 3. Oscar Jackson (Suz).

Walton wallops CMC Ascot TT

By Maureen Lee

GARDENA, CA, APR. 29

The second week of the Continental Moto-sports Club's Ascot TT scrambles lacked a bit in attendance and sparkle since it was a date right in the middle of all the Nationals, but still the riders had some fun. One class in particular seemed to be trying to liven up the proceedings with falling off at regular intervals, but no one was hurt.

One of the more spectacular get-offs was in the second round of the combined 250cc Intermediate/Junior race. Lee Lindsay on a Kawasaki had won the first moto over Jim Stu and Orlando Lambay when he came off after landing from the jump. He got himself together again and went on, although his bike was minus some glass.

The Vets and the Old Timers were all lumped together and appeared to be enjoying themselves. Bill Fulton, who can get a stranglehold on that group when he's going good, ended up first Junior but not overall. That effort, if it had been scored that way would have gone to Jerry Peters and his BSA. George Huebner won the first one hands down but didn't fare so well in the second, and yes, that

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really was a Norton Ralph Porzelt was riding. You can ride TT with anything!

There were three Pro classes. Jim Small took the 250cc class with two straight in spite of very determined efforts from Roger Thompson. Roger took second in the first round but then unloaded in the second round, putting him way back and allowing Curtis Cannon to get second overall.

The 500s had a nice little group of chargers. Tommy Walton took home the win with a second and a first over Chris Cannon's first and second and Mark Cain emerging third. These youngsters are always a pleasure to watch.

Walton was the winner again in the Open Pro class over Buddy Robinson and Chris Cannon. There weren't enough of them to make it exciting, but they all did what they had to do.

Best race of the evening? Second round of the 500cc Junior. Jim Milburn won both of them but Steve Honeycutt and Orlando Lambay had a good one going for a while.

We won't forget the tiddler division, the 125s and the minis ran together and Brian Alsobrook provided good entertainment keeping his mini Honda up with and racing with the 125s of Rex Wessels and Brock Suter. He just never let up on the throttle, full out all the way.

Results

MINIS: 1. Brock Suter (Yam); 2. Brian Alsobrook (Hon).
100 JR: 1. Jim Harryman (Yam).
125 JR: 1. Kurtis Cushman (Hus).
125 INT: 1. Rex Wessels (Yam).
ODY: 1. Brian Kevitch (Ody); 2. Terry Meyer (Ody).
ATV: 1. Bob Briggs (Hon); 2. Jack Sepulveda (Hon).
250 INT: 1. James Stu (Yam).
250 JR: 1. Orlando Lambay (Hon); 2. Dale Hopkins (Suz); 3. Bob Gabler (Suz).
250 PRO: 1. Jim Small (Yam); 2. Curtis Cannon (Yam); 3. Jamie Nicely (Kaw).
500 JR: 1. James Milburn (Yam); 2. Orlando Lambay (Hon); 3. Steve Honeycutt (Hon).
VET JR: 1. William Fulton (Yam); 2. Tom Schneider (Mai).
VET INT: 1. Jerry Peters (BSA); 2. Dave Peters (Yam); 3. Ron Pearce (Yam).
OT INT: 1. Ralph Porzelt (Nor).
VET MASTER: 1. George Huebner (Yam).
500 PRO: 1. Tommy Walton (Yam); 2. Chris Cannon (Yam); 3. Mark Cain (Yam).
OPEN PRO: 1. Tommy Walton (Tri); 2. Bud Robinson (Hon); 3. Chris Cannon (Yam).
OPEN SPORTSMAN: 1. Steve Miller (Yam); 2. Ron Pearce (Yam); 3. James Milburn (Yam).
500 INT: 1. Rick Hanley (Hon); 2. Dennis Pinheiro (Yam); 3. Daniel Kane (Yam).

Peterson pummels Ascot night Pros

By Tom Corley

GARDENA, CA, APR. 28

Well, after just a few weeks into the 1982 season, Todd Peterson has reassured the spectators, his sponsors and the competition that he has made a successful Hannah-type comeback from last year's knee injury. Tonight at Ascot's Continental Motorsports motocross Todd won not just one, but two classes by defeating a supercharged pack of 125 and 250cc Pros.

Twenty-two was the number of 250cc Pro riders that came to fight for the purse money. This meant that it was necessary to divide them in half and have two qualifiers. "Richie Rich" Sands is giving racing under the lights a try, and he gassed his STR Suzuki to the holeshot in the first qualifier. Peterson put the squeeze on the Sandman in the corner after the crash wall jumps to take over the lead. Mike Tripes held third place the entire time on his Pro Circuit Husky. Jim Holley had an average start which meant that he had to work his way through a lot of traffic. Holley passed every rider that time allowed him to and even came within a bike's length of Tripes at the finish line.

Micky Dymond, like Sands, is a name that is common to Saddleback racing. Dymond showed that he knew how to slide his Maico around a night style track and led the second qualifier of the 250cc Pro class. His lead was brief as Micky overshot a sweeper, right past the TT jump, and went off the track.

Eddie Gauley advanced to first, but just like in past battles, Gauley got muscled out by a more experienced rider. Bill Ouellette is one of the Indian Dunes boys, and he squeezed Gauley in a corner past the crash wall to take over the lead. Doug Nicol took his Honda to second while T&O Yamaha's Tim Shelton was third. Gauley dropped back to sixth.

The riders who didn't qualify for the 250cc Pro final had one last chance in the 250cc consolation race. Premier Yamaha's Glen Senecal had the consy lead till Gary Jones made the pass in the final stretch for the win.

The 250cc Pro final got off to a bad start. One rider went down in the third turn, and the others formed a dog-pile. Shelton and Gauley were just two of the riders involved. Gauley later went off one of the crash wall jumps and fell off the wall to the lower part of the track. Avoiding all of the trouble was Todd Peterson who ended up with the top cash ahead of Sands and Tripes.

Peterson bagged the top cash in the 125cc Pro class, but his performance was not flawless. Eric Coffin rode his Honda for the lead in the first moto. Peterson battled with Coffin and passed him over one of the jumps. Shelton rode two classes, also, and he placed third while Roost Factory's Frank Pilato was fourth.

Coffin screamed out ahead in the final moto but went too wide after the crash wall section and actually went off the track. He wasn't penalized and continued with the lead. Peterson had a bad start but worked up rapidly.

Both Eric and Todd slid out in the third corner, and this changed the race. Shelton took over the lead while the others were trying to regain their positions. Peterson was riding all-out, and this caused him to fall on a back jump. He spun his Yamaha around in a 360 degree turn as Coffin soared by. Todd doesn't give up easily, and while in third, he was gaining yardage on Eric. On the last lap, Todd made a beautiful pass, and he squeezed by Eric in the final turn. A 1-2 tally still earned Peterson the first place money over Shelton's 3-1 and Coffin's 2-3.

Results

60 JR: 1. Shawn Bates (Yam); 2. Joel Tokarsky (Yam); 3. Chris Gerkey (Yam).
80 JR DIV 1: 1. Greg Taylor (Hon); 2. Keith McMillen (Hus); 3. Duane McMillen (Hus).
80 JR DIV 2: 1. Richard Bates (Yam); 2. Robert Makimoto (Yam); 3. Jon Moerke (Yam).
80 INT: 1. Arthur Huffer (Kaw); 2. Glenn Tucker (Kaw); 3. Brian Werle (Yam).
80 EX: 1. Jeff Barbacovi (Yam).
100 JR: 1. Brian Bates (Yam); 2. Terry Williams (Hon).
100 INT: 1. Scott Stenberg (Yam).
125 JR DIV 1: 1. Kenny Donelson (Kaw); 2. Danny Tinsman (Hon); 3. Jeff Anderson (Yam).
125 JR DIV 2: 1. Rich Lloyd (Suz); 2. Brian Bates (Yam); 3. Scott Murphy (Yam).
125 INT: 1. Larry Bohlken (Suz); 2. Mitch Cohen (Yam); 3. Darin Motoda (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Tim Shelton (Yam); 3. Eric Coffin (Hon).
250 JR DIV 1: 1. Mitch Cohen (Hon); 2. Scott Thiedeman (Mai); 3. Mike Drews (KTM).
250 JR DIV 2: 1. Shawn Tracy (Hon); 2. Mike Overby (Kaw); 3. M. Kariya (Suz).
250 INT: 1. Denny Vorndram (Hon); 2. Perry Scott (Hon); 3. Ed Abella (Yam).
250 PRO DIV 1: 1. Todd Peterson (Yam); 2. Richard Sands (Suz); 3. Mike Tripes (Hus).
250 PRO DIV 2: 1. Bill Ouellette (Suz); 2. Doug Nicol (Hon); 3. Tim Shelton (Yam).
250 PRO CONSOL: 1. Gary Jones (Kaw); 2. Glen Senecal (Yam); 3. Mark Wood (Yam).
250 PRO FINAL: 1. Todd Peterson (Yam); 2. Richard Sands (Suz); 3. Mike Tripes (Hus).
500 JR: 1. Dave Jones (Yam); 2. Yandell Bishop (Hon); 3. Chris MacKay (Mai).
500 INT: 1. Jeff Conlin (Hus); 2. Craig Hofmeister (Hon); 3. Bob Walsh (Hon).
500 PRO: 1. Micky Dymond (Mai); 2. Glen Senecal (Yam); 3. Mike Tripes (Hus).
VET JR: 1. Alan Gerkey (Suz); 2. Doyle Dodds (Suz); 3. M.S. Dimmitt (Mai).
VET INT: 1. James RIchardson (KTM); 2. Dickie McMillen (Hus).
VET MASTER: 1. Carl Gazafy (Hon).
OT JR: 1. Paul Burton (Kaw); 2. William McKinley (Hon); 3. Bernie Evans (Mai).
OT INT: 1. James Sheppard (Mai).
OT MASTER: 1. Ed Ott (Yam).

Peterson, Aldana, smoke SRA Saddleback GP

By Jeannette Fisher

ORANGE, CA, APR. 25

Todd Peterson made winning look easy as he took the holeshot and held a spectacular lead to take the checkered first in the 250cc class of the Southland Racing Association's GP.

With first place well established by Peterson, this left the fight for second between Craig Adams (Hon) and Randy Norman. At the finish Adams inched his way in front of Norman to take second overall. The Amateurs put on an exciting race as the leaders were very close throughout the race. Steve Braseny (Suz) held the Amateur lead and claimed first place points. Braseny was followed closely by William Kelly and Andre Butcher (Yam).

The Seniors ran their own race and Dallas Baker (Dallas Baker Products) took the early lead and held until almost the last lap when Ron Dungan (Yam), sponsored by Malcolm Smith M/C, overtook Baker for the checkered. Baker took second overall and Dennis Rosenberg took third overall. First and second Amateurs were Jim Vin Curek (Suz) and Neil Fearing (C-A). The Novices were inches apart and Dave Atkinson squeezed out in front with Patrick Dale and Ed Wambolt.

Dave Aldana made an impressive ride in the Vets class as he took the checkered at the finish. By the middle of the race Aldana had established quite a lead. Jim Berry took over the second spot position leaving Lynn McGraw (Hus), Scott Hendrickson (Yam), and Bill Manley to fight for third. They finished in that order. The Amateurs finished wheel to wheel and across the finish line it was Chuck Williams (Hon), Dan Kelly, and Peter Bryk.

The Open class made for an exciting race as Craig Adams took the holeshot. It wasn't easy for Adams to hold off the threatening competitors. Paul Huffman (Hon), Randy Norman, and Tracy Walters were in hot pursuit of the lead. On the sixth lap Norman came around in the lead with Adams following closely behind. Tracy Walters was in third and Lloyd Thomas was in fourth. At the finish it was close but they finished in the same order: Norman, Adams, Walters, and Thomas. Top Amateurs were Greg Newland, Eric Evans, and Dan Ayers.

The 80cc class gives a race for those young riders who are just starting out. Keith Senn has been riding the 80cc class for years and he showed us just what one of these little machines can do. Senn made way with the holeshot and showed impressive style as he widened his lead with every lap. Senn (Bellflower Yam/Dallas Baker Prod.) finished with the overall win, leaving second place to Gene Baldwin who also shows a style of his own. Gene Baldwin also claimed first Amateur points in this race. Dave Trager (Yam) finished third overall and Ty Davis took first Novice points.

Fifteen-year-old Gordon Ward, Jr. (Kaw) won the 81-200cc class after holding off Brian Myerscough (Hon) in the beginning of the race. After Myerscough dropped out in the fifth lap Gordon was literally untouched. At the finish it was Ward who took the checkered with Quinton Smith claiming the second place spot. Third overall was taken by a Chainbreaker rider Rob Miller. Top Amateurs were Albert St. George and W. Mike Jewell.

Industry types invade Julian

By Eric Anderson

JULIAN, CA, APR. 24-25

The southern California clouds parted, allowing the good old sunshine to beam down in time for a terrific industry road ride into the wild west village of Julian.

Thirty-nine people from all ends of the motorcycle industry left Laguna Hills on Saturday to wind their way up to Lake Elsinore and onto the curving, stream-fed De Luz Road.

After multiple water crossings, wet socks were allowed to dry while the group zipped up to scenic Mount Palomar.

Some went on to see the telescope (second largest in the world) while others rode down the backside of the mountain to view Mesa Grande, overgrown in green splendor and sprinkled with pastures populated with new born calves and colts. The beautiful scenery, blue sky and winding motorcycle roads combined to provide the perfect ride which many thought was not possible so close to home.

Awaiting at the Pine Hills Lodge just a mile out of Julian was a great steak barbeque and dinner playhouse. Motorcyclist executives on their weekend off from making sales or travelling to trade shows certainly make for a wild audience. The *wild* west came alive again, and the Pine Hills players loved it. The play, "6 Rooms — Riv Vu" was a hilarious comedy about a man and woman cheating on their spouses. Audience participation — whooping and hollering, that is —was tremendous and at least as much fun as the play itself.

An awards presentation was made after the play to prolong the fun. Prizes included: the 'Whips and Chains Award," the "Close Call Award," the "Old Timer Award," the "Most Represented OEM and Aftermarket Awards." Names of the winners were changed to protect the innocent, but you know who you are. Country western music in the bar to the tunes of "Crazy Dave" was the last order of the evening before retiring to small cabins nestled in the pine woods around the lodge.

Groups split up on Sunday to have breakfast and explore Julian, then find their own way home. Riders present represented Yamaha, BMW, S&W, AMCO, Interpart, AMA, Motorcycle Dealernews, Van Leeuwen Enterprises, Fitch-Wyckoff International and Progressive Packaging. Look for more industry trips in upcoming months. If you are interested in receiving notification of such trips, call Eric Anderson in the evenings at 714/951-5917.

NORTHERN DATELINE

Anderson, Sun take Woodland's gold

By Brian Barnes
WOODLAND, WA, MAY 9

The Yamaha Perpetual Gold Cup Series made its fourth stop on this year's tour at Woodland Winter Track this weekend with MX Fox/ATK/Yamaha support rider Jimmy Anderson taking both the 125 and 250cc Professional classes. American Honda's own Chuck Sun scored top honors in the Open Pro class, posting a 3-1 day. After riding from a dead last start and some minor bike problems in the first moto, Sun came back to win the second convincingly by half a lap and showed he is more than ready for next week's opening 500cc National round.

The track was in premium shape after a slight rain shower in practice and Jim Blasdell's tireless weeklong efforts. Spokane Suzuki/M.P. Products rider Bret Tremblay rocketed into the first 250cc Pro moto lead on the holeshot with Suzuki Northwest's Bruce Irwin, DG/Yamaha support's Stacy Thornton, MX Fox/Portland Honda support rider Ron Sun and Jimmy Anderson close behind. Tremblay led the first three laps with Sun and Anderson moving up quickly to second and third. By the time the pack was passing by the tower for the fourth lap, Sun and Anderson had gained the first and second slots. Tremblay was now running third with Thornton fourth. Kawasaki support rider Kevin Jansen had moved up from a mid-pack start to contention in fifth place. Maico rider Roy Davis was sixth, and Spokane Honda's Robert Bass not far behind in seventh.

The duel the whole race long belonged to Sun and Anderson. Anderson tried pass after pass, but Sun refused to give up the first spot to the Northwest Yamaha ace, somehow finding the better lines lap after lap. By the time the white flag came out, the lead still hadn't changed, with the younger Sun and Anderson leading the rest of the pack by a healthy margin. With less than two turns to go, both riders collided in a long sweeper and went down. The spectators were stunned, wondering what happened. But Sun got his Honda up and running in enough time to hold off Anderson, who wasn't far behind, for the win. Third went to Thornton with Tremblay fourth and Jansen a well deserved fifth.

The second moto lined up, but Ron Sun had suffered unrepairable damage to his bike and had to watch from the sidelines. Bass grabbed another holeshot as they rounded the first turn with Buyas, Tyler, Anderson and Thornton rounding out the top five. Anderson took over, with Tyler close behind on the third lap and Bass staying in third.

Tyler got by Anderson at the midway point, and the Maico West rider started to put a small margin between himself and Anderson. On the last lap, Anderson made up that small margin to win the moto and take the overall. Tyler took the hard-fought battle for second, with Bass third, Jansen fourth and earning second overall. Tremblay worked up for a fifth with Roy Davis sixth.

The 125cc Pros were next up with a strong field headed for the first turn and MX Fox/Bel-Ray rider Doug Lange leading. Thornton, Burien Suzuki-mounted Danny Diesso, Anderson and Olympic Yamaha's Don Gores rounding out the top five. Anderson took over the lead on the first lap and looked strong, winning the moto with relative ease, but some serious racing was occurring in the next 10 spots. By the halfway point Hi-Point/American Honda ace Robb Manning had passed nine riders to move into third place. Lange dropped to fourth place trying to hold off Olympic Yamaha's Jack McGill and Ron Sun in fifth and sixth. Anderson coasted to the win with Manning's strong ride earning him second. Thornton was third, Sun fourth, Lange fifth and Seattle Honda's Cory Klaudt sixth.

Enumclaw Suzuki's Lance Richotte holeshot the second moto with Vancouver Yamaha's Jim R. Anderson (the other one), Gores, Chuck Sun (on Arne Hettman's graciously loaned 125 Honda) and Cory Klaudt in tow. By lap number four, Jimmy Anderson had moved into the lead to stay and motored away for the win. Tremblay and Manning worked up from mid-pack starts to finish second and third. Richotte's strong ride netted him a nice fourth. Don Gores was fifth, and Chuck Sun was sixth.

The Open Pros leaped off the line for their first moto with Spokane Honda's Rob Bass in the lead for two laps. Maico West's Scott Tyler, Gresham Suzuki's Rowdy Blasdell and Don Knoblauch were in tow. By lap three Blasdell had gained the lead with Tyler and Bass right behind.

As mentioned earlier, former National Champ Chuck Sun was having problems and was still dead last on the fourth lap. Sun finally got his bike sorted out and began his charge to an eventual third place finish, but by that time Tyler had gotten by Blasdell and the front two were some 25 seconds ahead of Sun at the checkers. Tyler, who usually takes at least one spill during a moto, rode very smoothly and didn't go down, but his mother was so excited by Scott's outstanding performance that she slipped and fell down a dirt bank and ruined his perfect record. Bellevue Yamaha's John Christian took fourth, and Cycle Craft Yamaha's Don Knoblauch was fifth.

The final moto of the long afternoon's racing saw Blasdell rocket off the start to a beautiful holeshot. First moto winner Tyler took a nasty spill around the first turn and was last until the midpoint. By that time Chuck Sun had taken his 480 Honda to a large and untouchable lead, running five to seven seconds faster a lap than second place Blasdell. Christian ran third the whole moto and finished in that spot with Tyler somehow managing to remount after his spill for a great fourth. Fifth place went to Renton Yamaha's Chris Moritz.

The series now moves to eastern Washington and Colville's motocross track for the fifth race of the Gold Cup, and with racing as close as it has been, the final 10 races should be nothing less than spectacular.

Results

125 PRO: 1. Jim Anderson (Yam); 2. Robb Manning (Hon); 3. Brett Tremblay (Suz); 4. Don Gores

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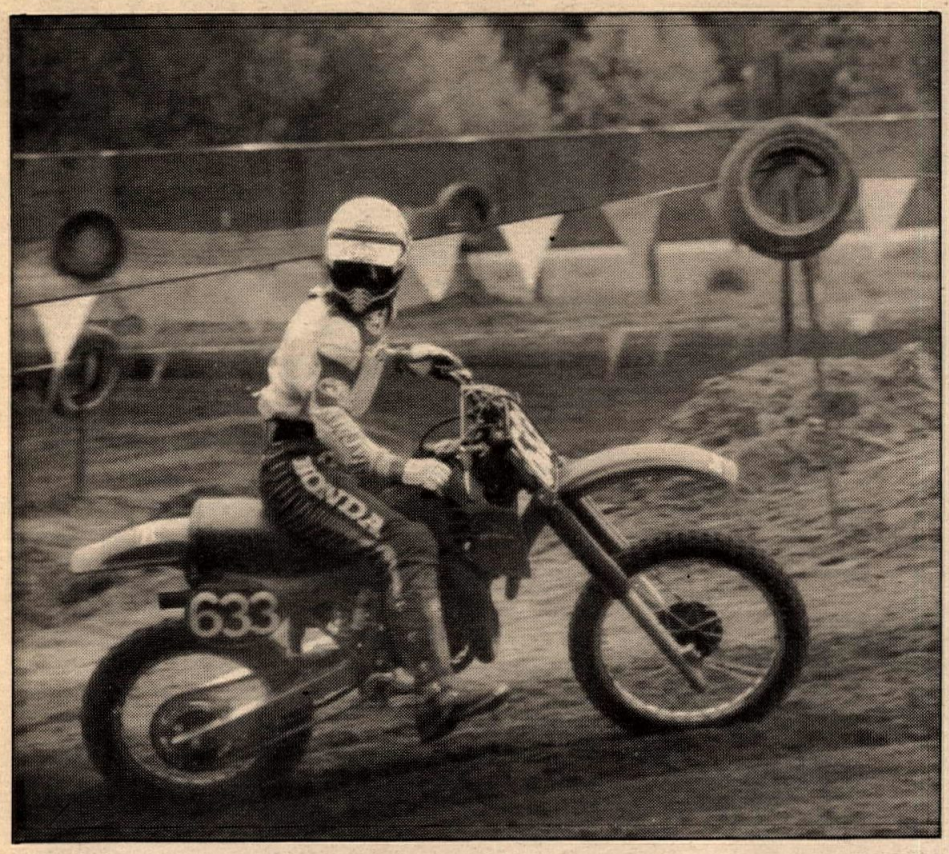
NORTHERN DATELINE



Chuck Sun borrowed a 125 at Woodland but won Open Pro on his 480.

Larry Ward leads Todd Hoover (097) and Steve Oster at Woodland.

(Yam); 5. Cory Klaudt (Hon).
250 PRO: 1. Jim Anderson (Yam); 2. Kevin Jansen (Kaw); 3. Brett Tremblay (Suz); 4. Scott Tyler (Mai); 5. Robert Bass (Hon).
OPEN PRO: 1. Chuck Sun (Hon); 2. Rowdy Blasdell (Suz); 3. Scott Tyler (Mai); 4. John Christian (Yam); 5. Chris Moritz (Yam).

50 hp broncs in Idaho "rodeo" supercross

By Marty Gregory

CALDWELL, ID, MAY 8

Following the successful promotion of three indoor short track races at a horse arena in Caldwell, the Owyhee Motorcycle Club, in cahoots with the Caldwell Rodeo Board, staged an even more ambitious event: Idaho's first stadium supercross. The event drew 168 salivating riders and an estimated 2,500 fans to the Little Britches Rodeo Grounds in agrarian-minded Caldwell. And, with a $2,500 Expert purse and genuine "stadium jumps," both racers and watchers got their money's worth!

The track was constructed by Kelly Fulfer (who also rode it) with heavy equipment courtesy of Mr. Don Amidon. Unlike "big time" stadium events, no dirt had to be trucked in — it was already there. Actually, the track surface was composed of sand and sawdust. It worked well and made for nice soft landings whilst crashing.

Randy Lee provided amusement for the large crowd by failing to clear the second hump of a double-jump during practice. Lee's bike came to him as a result of his winning a raffled-off CR80 at the Boise Regional TT. The winning ticket was selected by his younger sister Michelle. Hmmm. Anyhow... Randy, who weighs approximately 480 lbs., must have decided he needed something larger than a mini to pack his...uh, well developed, frame around a track. CR480s don't lack for beans.

A big-bore Honda proved to be the ticket for Dan Lees who engaged in a furious dice with Mark Olberding and Warren "Pud" Hickman (Yam) in the Open Expert event. Lees held off Olberding to win the seven-lap final after Hickman stepped off momentarily to inspect the track conditions.

In the 250cc Expert race, Hickman had things more to his liking as he blasted his way to the front following Chip Young's (Kaw) holeshot. Derrick Personette (Kaw) carved his way through the pack to wind up second. Mark Olberding (Suz) was right up there, too. That is, until he apparently decided that catch-up also meant going for the $25 prize offered by L&L Shirts for most distance off the Honda High Jump in front of the stands.

Honda of Caldwell offered another 25 bucks for highest jump (won by Dan Lees), and High Country Suzuki put up yet another $25 for most stylish (Tom Fitzgerald). But Olberding got most folks' vote with his effort. Mark flew an easy 50 feet through the air, landed on the front wheel and was going so fast he had no hope of making the corner. Olberding had to use the track exit just to save his ars. Now, if he'd only taken his hands off the bars...

Derrick Personette (riding a borrowed Yamaha owned by Intermediate Clint Webb) fought hard to get by holeshot king Tom Fitzgerald (Yam) in the one-two-five race. If races were all one lap, Fitzgerald might well be World Champion. But they're not, and Personette picked up the lead at mid-point with a sensational in-the-air pass over the Honda High Jump. I'll bet you could hear the noise of the crowd 30 miles away in Boise when that happened.

One of the best races of the night was in the Mini B ranks. Jerry Thompson (Hon) grabbed the lead and was fighting to hold off Nevada's Chris Strong (Yam). Brian Hale (Kaw) was quagmired back in the pack until fortune smiled by eliminating three or four guys in a pile-up that Hale rode around.

Jon Calhoun (Yam), all the way from Cove, OR, looked like the man to beat as he passed rider after rider in pursuit of Thompson and Strong up front. Calhoun passed 'em all to pull even with Thompson going down the front straight. The two racers zapped a hapless Kawasaki pilot over the High Jump, one on each side! Then Calhoun stuffed it into the sawdust, leaving Strong and Hale to chase the flying Thompson to the checkers.

Results

MICRO MINI: 1. Richie Reynolds (Yam).
MINI BEG: 1. Jerry Thompson (Hon); 2. Chris Strong (Yam); 3. Brian Hale (Kaw).
125 BEG: 1. Rich Monte (Hon); 2. Troy McCray (Yam); 3. Jim Lankford (Kaw).
125 INT: 1. Todd Anderson (Suz); 2. Clint Webb (Yam); 3. Joe Clifton (Kaw).
250 BEG: 1. Ron Wehr (Yam); 2. Ed Phillips (Yam); 3. Don Davis (Yam).
250 INT: 1. Wade Mason (Yam); 2. Curt Stephan (Hon); 3. Dana Dechambeau (Yam).
OPEN BEG: 1. Scott Darling (Yam); 2. Dean McGough (Yam); 3. Chuck Miner (Hus).
OPEN INT: 1. Myron Davis (Suz).
MINI EX: 1. Corey Barton (Yam); 2. Ritch Thurston (Kaw).
125 EX: 1. Derrick Personette (Yam); 2. Tom Fitzgerald (Yam); 3. Mike Hickerson (Suz).
250 EX: 1. Wade Mason (Yam); 2. Curt Stephan (Hon); 3. Dana Dechambeau (Yam).
OPEN BEG: 1. Scott Darling (Yam); 2. Dean McGough (Yam); 3. Chuck Miner (Hus).
OPEN INT: 1. Myron Davis (Suz).
MINI EX: 1. Corey Barton (Yam); 2 Ritch Thurston (Kaw).
125 EX: 1. Derrick Personette (Yam); 2. Tom Fitzgerald (Yam); 3. Mike Hickerson (Suz).
250 EX: 1. Warren Hickman (Yam); 2. Derrick Personette (Kaw); 3. Chip Young (Kaw).
OPEN EX: 1. Dan Lees (Hon); 2. Mark Olberding (Yam); 3. Warren Hickman (Yam).

Amateurs shine at Woodland Gold Cup MX

By Brian Barnes

WOODLAND, WA, MAY 8

Woodland was the site of this week's fourth stop on the Yamaha Perpetual Gold Cup tour of the Pacific Northwest, and Amateurs from all over the area showed up to compete for series points and some very nice trophies. With Pros and Amateurs both running the same day, it made for some interesting racing after the track started to get rough.

Yamaha-mounted Todd Hoover ended up the only double winner of the day, taking both the 80 and 125cc Expert classes. Denny Fennell, another Yamaha ace, took 100cc Expert but could not seem to find a way to beat Hoover in the 125cc class. World Mini Race of Champions winner Lowell Thompson, Jr. blitzed the Pee Wee Expert class and showed everyone in attendance that his title is well deserved.

Kyle Fast, yet another Yamaha rider, grabbed 250cc Expert hands down, winning both motos going away. The Open Expert winner was Honda-mounted Mark Envolson.

The first Mini Expert moto was taken by "Stormin' Steve" Oster on his Suzuki. Oster led off the scratch with Todd Hoover, Scott Grimm and Scott Meyers, all on Yamahas, falling in behind. Oster was not to be denied the win, leading the entire race start to finish, with Hoover, Meyers, Grimm and Yamaha rider Tommy Judge finishing two through five.

The second moto had familiar faces rounding turn one, with Kawasaki's Larry Ward, who experienced problems in the first moto, leading, Hoover, Oster and Grimm following right behind. Ward managed to hold off Hoover for all but one lap which happened to be the most important last one. Oster took his Suzuki to a third with Lowell Thompson, Jr. coming from way behind for the number four spot. Jamie Munson grabbed fifth.

The 125cc Expert moto was loaded with a large majority of the area's premier up-and-coming riders on the line, 24 to be exact. Dennis Dolquist on a Yamaha jumped to the lead of the first moto with Fennell, Honda rider Brian Leonard, Troy Janssen and Billy Willand, both on Yamahas, trailing. Fennell got the lead and managed to hold on to it until Hoover flew past at the mid-way mark. Hoover and Fennell took the first and second spots with Marshall Favre, on a Suzuki, third. Leonard was right behind them in fourth, and Janssen scored a fifth.

In the second moto, two Hondas rocketed off the line together, with David Froembling and Mike Hauskins aboard. Troy Janssen, Hoover, Wade Janssen and Mike Allen, all on Yamahas, followed closely. By the third lap, however, Hoover had again moved into the lead with Froembling hot on his tail in second. Jeff Chapman, on a Kawasaki, and Fennell had both gotten bad starts but with one lap to go were now in contention. Hoover posted his second win of the day for a perfect score, Froembling

held on for the number two spot, Fennell was third, Chapman fourth and Yamaha support rider Vonn Jones fifth.

250cc Intermediate action was marked by some very close racing. Phil Siri, on Yamaha, and Gary Snyder, riding a Honda, grabbed the first moto holeshot. By the third lap, a great race was forming in the top four with Kawasaki-mounted Todd Morris, Kyle Hall on a Honda, Brad Hall on a Yamaha and Kawasaki support rider Rick Wylder all with a chance for the lead. Morris took a spill with two laps remaining, dropping to an eventual seventh, leaving Kyle and Brad Hall (not related) to settle a heated first-place battle. Kyle Hall managed to cross the finish line first, just barely ahead of Brad Hall. Wylder took third, Rodney Jesson on a Maico was fourth and Honda rider Chris Ovall fifth.

The second moto win, from holeshot to checkered flag, went to Morris. The two Halls battled in the second and third spots all moto long, changing positions a number of times, but Brad Hall ended up taking second and the overall win with Kyle Hall third and second overall. Yamhill Yamaha rider Mike Robison rode a strong race for the number four spot, and Ovall was again fifth.

As mentioned earlier, Kyle Fast looked very fast! Demolishing the 250cc Expert class, he led every lap except for the first lap of the opening-moto and should be a name to watch for in future years. Matt Woldren (Hon) tried to keep Fast in his sights both motos, placing second in each, as did Tony Fox by placing third both motos, but Fast was definitely the class of the field.

Mark Envolsen claimed Open Expert with Peter Tradewell second. Tradewell's foot seemed to be in a cast but didn't seem to bother his racing any as he took a second and a third. Maico-mounted Gard Hollinger claimed the third overall spot. Action now moves to Colville, WA, for the next race of the series.

Results

PEE WEE JR: 1. Brad Lewis (Yam); 2. Shane West (Yam).
PEE WEE EX: 1. Lowell Thompson (Yam); 2. Louis Aron (Yam).
MINI JR: 1. Mike Finch (Hon); 2. Gary McMann (Suz); 3. Darren Davis (Yam).
MINI INT: 1. Shane Cameron (Yam); 2. Bruce Johnson (Yam); 3. Mike Crowell (Yam).
MINI EX: 1. Todd Hoover (Yam); 2. Steven Oster (Suz); 3. Scott Myers (Yam).
100 JR: 1. Koll Myklebust (Suz); 2. Craig Clark (Yam).
100 INT: 1. Tom Judge (Yam); 2. Tom Sowards (Yam); 3. Mike Crowell (Yam).
100 EX: 1. Denny Fennel (Yam); 2. Wade Janssen (Yam); 3. Dennis Dolquist (Yam).
125 JR: 1. Mike Williams (Yam); 2. John Rush (Yam); 3. Cliff Theisen (Yam).
125 INT: 1. Darryl Waddle (Suz); 2. Bob Monroe (Kaw); 3. Kevin Whyte (Hon).
125 EX: 1. Todd Hoover (Yam); 2. Denny Fennell (Yam); 3. David Froembling (Hn).
250 JR: 1. Cliff Theisen (Yam); 2. Greg Sylder (Yam); 3. Doug Eckelman (Yam).
250 INT: 1. Brad Hall (Hon); 2. Kyle Hall (Yam); 3. Todd Morris (Kaw).
250 EX: 1. Kyle Fast (Yam); 2. Matt Woldron (Hon); 3. Tony Fox (Yam).
OPEN JR: 1. Dean Roman (Mai).
OPEN INT: 1. Mark Spooner (Yam); 2. Allen Stafford (Hon); 3. Tim Gates (Hon).
OPEN EX: 1. Mark Envolson (Hon); 2. Peter Tradewell (Suz); 3. Gard Hollinger (Mai).
OTH JR: 1. Tom Maynard (Hon).
OTH INT: 1. Jeff Chikusa (Hon).
OTH EX: 1. Dave Eakin (Hon); 2. Roger Knight (Yam); 3. Mark Augenstine (Hon).
OT: 1. Gary Waldner (Mai).

Michlitsch gets 12th win at PIR night MX

By Brian Barnes

PORTLAND, OR, MAY 6

It was the same old story at Portland International Raceway tonight — another huge rider turnout, good weather, nice track conditions and Tim Michlitsch's Kawasakis in the winner's circle.

For the third week in a row, Michlitsch won both 125 and 250cc Pro moto and has compiled 12 straight moto wins at PIR's regular Thursday night MX program.

Cycle World Honda's Arne Hettman holeshot the first 125cc Pro moto with Michlitsch not far behind. Randy Crisman, D&S Cycles' Ron Vandehey and Mike Chase followed. Hettman led the entire race but powered into the final turn a little too fast, and Michlitsch flew by to take the win. Crisman, Vandehey and Chase were third through fifth.

The second moto saw Michlitsch lead the entire race with Hettman a close second. Suzuki riders Crisman, Chase and Jess Dirks rounded out the top five.

In 250cc Pro action, Michlitsch led every lap in both motos, holeshot to the checkered flag. In the first moto, Jeff Cropper (O'Neal/Gresham Suz) gave Michlitsch a strong challenge, but could not get by. He settled for second with Husky support rider Rick Bozarth third. Hillsboro Suzuki's Randy Hubbard was fourth and Dave Shepard fifth.

In the second moto, Michlitsch breezed to another easy win, but the real action was for the second spot. Hubbard and Cropper were having a real dogfight for second until they both went down. That left John Buyas on a Suzuki, Yamaha-mounted Curt Kerbaugh and Bozarth to do battle. That order held for the remaining laps with Cropper recovering to take fifth.

The Old Timer and Over The Hill racing in this area has been very exciting lately, and tonight was no exception. With large turnouts at all the area tracks, a lot of the so-called "old men" are getting into the action. Larry Sause on his ultra-radical four-stroke Honda took the overall win in the Old Timer class, with KTM-mounted Walter Drake second. Gary Bonds won the first moto but encountered problems of the "Sause" kind in the second moto and settled for third overall.

Mike Hickman, Mike Perry and Jim Parks dueled in the OTH A motos, putting on great races in each. Perry got the overall win on his Suzuki with Hickman second and Parks taking third.

Vancouver Yamaha's Darrin Currier held off Rick Celorie again for the 100cc Intermediate crown. Every race this year, it has been Currier and Celorie, 1-2. Celorie had to settle for runner-up honors again this week but will undoubtedly be in the winner's circle his share of times this year with racing being as close as it has been.

Results

PP: 1. Tammy Bufton (Yam); 2. Jill Harteloo (Hon); 3. Michele Brister (Hon).
PEE WEE JR: 1. Chad Kispaugh (Yam); 2. Darren Frye (Yam); 3. Kenny Bufton (Yam).
PEE WEE EX: 1. Britt Woodring (Yam); 2. Richie Abrams (Yam); 3. Denny Kispaugh (Yam).
MINI JR: 1. Mike Williams (Yam); 2. Grant Furrer (Yam); 3. Kevin Mann (Kaw).
MINI INT: 1. Shane Cameron (Yam); 2. Corey Evans (Yam); 3. Randall Klettke (Hon).
100 JR: 1. Jeff Miles (Yam); 2. Mike Crowell (Yam).
100 INT: 1. Darrin Currier (Yam); 2. Rick Celorie (Yam).
125 JR DIV I: 1. Kerry Ovall (Hon); 2. Don Robinson (Kaw); 3. Glenn Hunter (Suz).
125 JR DIV II: 1. Steve Hiersche (Kaw); 2. Ford Tannock (Suz); 3. Joel Rives (C-A).
125 INT: 1. Craig Timm (Hon); 2. Mike Lee (Yam); 3. Bill Kent (Yam).
125 PRO: 1. Tim Michlitsch (Kaw); 2. Arne Hettman (Hon); 3. Randy Crisman (Suz).

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THE LATEST POOP BY PAPA WEALEY

In memorium: Willie Crabbe

AMA/Winston Pro Series competitor Willie Crabbe succumbed to head injuries suffered in the May 2 San Jose Mile as he passed away in a San Jose hospital on Tuesday morning, May 11. The 23-year-old Crabbe never regained consciousness following the crash.

Crabbe, the 1976 AMA Eastern Regional Junior champion was a friendly fixture on the Grand National Championship circuit, and although he never achieved great success, was considered to be a great credit to the sport.

He is survived by his wife Donna, parents Jim and Delores, brothers Rob and Michael and sisters Joanne and Chris. By the time *Cycle News* is published, he will have been buried in his hometown of Leavittown, PA.

The Crabbe family has asked us to extend to all their thanks for the kind wishes and prayers, as well as a special thanks to Jill Filice for all her kindness.

Godspeed, Willie...

Terry Cunningham picked up another win and led a Husky sweep of the top three places at the Buckhorn National Enduro May 16 at Oak Run, CA. Mike Melton and Mark Hyde followed their teammate in the overall standings. Kawasaki's Drew Smith was fourth followed by Jeff Fredette (Suz), Fritz Kadlec (Kaw), David Bertram (Hus), John Martin (C-A), Jeff Irwin (Hon) and John Fero (Suz). Complete coverage next week.

Fritz Kadlec will be having his wisdom teeth removed following the Buckhorn National Enduro.

Could Mike Melton be telling Husky he needs a raise? After the Buckhorn, he was seen selling his riding gear.

Harley-Davidson Motor Co., Inc. has announced the sale of its Golf Car Division to the newly-formed Columbia Car Co. of Deerfield, WI, effective Apr. 30. A Harley-Davidson spokesman said the sale was in the plans when the company returned to private ownership last June, and that it would enable Harley-Davidson to concentrate resources on and strengthen its motorcycle product line.

Contrary to information published here two weeks ago, ESPN did not tape the Apr. 24-25 Pontiac Supercross. The event was taped by Sports Vision, a Chicago, IL, subscription TV service, but nothing will air in the reasonable future.

Suzuki's Jean-Jacques Bruno went 1-2 to score the overall win in the May 16 round of the 500cc World MX Championship Series, held in Finland. Bruno won the first moto over the previously-injured Hakan Carlqvist (Yam) and Finland's Jukka Sintonen, and was then sandwiched between Britons Neil Hudson (Yam) and Graham Noyce in the second moto. Hudson's 5-1 was good for second overall in front of Sintonen's 3-4. Brad Lackey (Suz) turned in an 8-6 performance and is now tied with Hudson for the points lead at 61. Noyce is second with 58, followed by Andre Malherbe (56) and Andre Vromans (52). America's Gary Semics (Hon) posted 9-5 moto scores in Finaland.

American Danny LaPorte (Yam) won the second moto of the May 16 250cc MXGP in Czechoslovakia, but it was the 2-2 score of West German Rolf Dieffenbach (Hon) taking the overall win. Admittedly sketchy reports say points leader Georges Jobe (Suz) won the first moto, but did not appear in the second moto results, while LaPorte finished sixth in moto one. American Mike Guerra (Hus) turned in a fifth place finish in the first moto. The points chase finds Jobe leading with 90 ahead of Dieffenbach (54) and LaPorte and Dave Watson, both of whom have 46.

The Lodi Cycle Bowl's annual Archie Clark Memorial race will be held on May 22, with all proceeds going to the family of the late Willie Crabbe. Check our Calendar section for details on the race, and a tip of the Wealey duckbill to the Lodi M.C. and Ann Carr for their efforts.

"Doug Domokos, the Wheelie King, has not signed with Honda — yet," said Domokos' manager, Jeff Immediato, adding, "We are currently detailing a program which would give Doug a new avenue and the right exposure in which to express his skill. It will be on a Honda." According to Domokos and Immediato, the main reason behind the switch is the Honda product line and Honda's ability to successfully promote their riders. Domokos will now be doing his wheelieing on both CR and XR Hondas, as well as an ATC. Domokos made his first appearance on a Honda at Ventura Speedway on May 11.

Bruce Penhall will be defending his World Best Pairs Speedway Championship with a new partner, Dennis Sigalos. Penhall's teammate last year, Bobby Schwartz, has been bothered by injuries this year. Speaking of Penhall, his new shop, Bruce Penhall Racing, is now doing business at 629, Terminal Way, Unit 25, Costa Mesa, CA 92626, 714/548-8259. The shop will feature Penhall's line of products and serve as a stopover for Americans based in Europe.

Team Hammer's John Ulrich called Papa to say he would be seeing a doctor on pressday to see about getting a brace for his broken collarbone, the result of his spill at the Budweiser 500km endurance race when he pitched the bike into a turn and hit the cases. Ulrich said he'll be out for a little while; Mike Spencer has already been contacted about filling in for Ulrich in any races he'll miss — no word yet on whether Spencer has agreed or not.

English road racer John Newbold, the top scorer for his country in the 1981 TransAtlantic Match Race Series, was reportedly killed on May 16 after a crash in the Northwest 200 road race in Ireland.

The AMA's Rob Rasor and the MSF's Dr. Charles Hartman were among those testifying recently before Congress on the subject of motorcycle safety. In an Apr. 29 hearing before the House Surface Transportation Subcommittee, they testified against a DOT restructuring plan that rejects motorcycle safety as a national highway safety priority, as well as offering testimony to supporting proposed language to open up High Occupancy Vehicle lanes to motorcyclists.

HosPITal STOP: Pro MXer Brand Johnson, the point leader at Indian Dunes, suffered a broken shoulder in a crash there Friday night, May 7. He underwent surgery the following day, but should be home by the time you read this. Send those get-well cards and letters to him at 3090 Bayshore, Ventura, CA 93001.

The annual Pike's Peak hillclimb is set for July 4, and there are still entries open in the 250cc classes, both Sportsman and Expert. For info, contact Gary Palmgren at 303/471-9211, after 7 p.m.

Criterion Insurance Company has recently released a free motorcycle safety pamphlet, entitled *Five Checklists for Smart Motorcycle Riders.* The MSF-approved pamphlet is available by simply writing Inquiry Service Division, Criterion Insurance Company, 120 17th St., N.W., Washington, DC 20047.

Sudco International's John Linden called to point out that in last week's Sudco ad — produced by *Cycle News* — the "TM" mark was inadvertently left off of the trademark "Super Chain." Linden pointed out that Sudco does own the trademark "Super Chain" for motorcycle drive chains, and that unauthorized use of the trademark can be prosecuted under the Lanham Act of 1946.

The Santa Clarita Police Athletic League has announced the opening of a motorcycle/ATV recreation park. The park, which opened May 15, will be open on Saturdays and Sundays from 10 a.m. to dusk. The park features four different tracks, and it's located at the junction of Hwy. 237 and Great America Parkway in Santa Clara, one half mile east of Marriott's Great America. For information, call 408/293-6469.

BMW of North America has announced reductions of the suggested retail prices of its 1982 motorcycles. The reductions, effective immediately, average 5.7%. Prices now range from $3,390 for the R65 to $6,890 for the top-of-the-line R100RT. Prices of remaining new 1981 BMWs have also been reduced.

Heavier than normal snowfalls in the Sequoia National Forest have delayed the traditional opening weekend of the ORV trails there from Memorial Day weekend back to June 15 or possibly later. A volunteer work day scheduled for Memorial Day weekend has also been cancelled. Areas involved in the closure are the Kern Plateau, Troy Meadows, Monache Meadows and Fish Creek.

Ready for a really exotic tour? Here's one for ya — the Orion 4 Paris to the Red Sea motorcycle rally in August. Open to riders 18 and older and bikes 250cc or larger, the rally starts July 30 in Paris and meanders through Turkey, Syria and Jordan with Aqaba (on the Red Sea) the final destination. For more info, contact Guilde Europeenne du Raid, Jean-Marc Cognot, 11, rue de Vaugirard 75006 Paris, France. The phone number is 1/326-97-52.

For those whose touring interests (and expendable income) lie closer to this country, the state of Washington in particular, there is Fun Tour '82. Subtitled "Motorcyclists for Kids," it is intended to raise money for the Variety Club of the Northwest via voluntary donations from participating riders. The idea is for each rider to visit as many of the nearly 100 participating dealers in Washington from June 1 to Sept. 6, 1982. For the full skinny, contact Jim Boltz at 206/774-3538 or Jeri Drager at 285-2660.

If you've been following the exploits of Team Hammer through the past year, you know they have been sponsored by Chevron Oil, and that their endurance racer has been a test bed for a new brand of motorcycle oil. Well, that oil will hit motorcycle dealerships soon, and it's called, naturally enough, Chevron Custom Motorcycle Oil. It's SAE 15W-50, and will be available at dealers first, followed by release to Chevron stations.

As we were going to press, we were able to contact Pierre des Roches, who was involved with the Racecrafters Kawasaki effort of Harry Klinzmann and Thadd Wolff at the Budweiser 500k. The results "are all under protest," according to des Roches, adding that AFM Pro's Rudy Galindo paid third on back, not first and second pending the results of the protest. "We are contesting two things," des Roches said, "A) we shouldn't have been docked a lap, and B) we actually did 125 laps, so even if we were docked a lap, we beat the number 53 bike (of Kerry Bryant/

NORTHERN DATELINE

250 JR DIV I: 1. Tim Dyke (Kaw); 2. Mike Bell (Hon); 3. Andrew Thompson (Kaw).
250 JR DIV II: 1. Ron Kent (Hon); 2. Don Robinson (Kaw); 3. Monte Bloemke (Hon).
250 INT: 1. Dave Juba (Hon); 2. Rick Wylder (Kaw); 3. Kirk Giggers (Hon).
250 PRO: 1. Tim Michlitsch (Kaw); 2. Rick Bozarth (Hus); 3. Jeff Cropper (Suz).
OPEN JR: 1. Pat Nelson (Hon); 2. Mike Hickman (Yam); 3. Rick Johnson (Hon).
OPEN INT: 1. Grayson Hart (Yam); 2. Mike Perry (Suz); 3. Mike Smothers (Yam).
OPEN PRO: 1. Darryl Semmler (Hon).
OTH A: 1. Mike Perry (Suz); 2. Mike Hickman (Yam); 3. Jim Park (Yam).
OTH B: 1. Dave Davis (Mai); 2. Jeff Yaw (Yam); 3. George Dennis (Kaw).
OT: 1. Larry Sause (Hon); 2. Walter Drake (KTM); 3. Gary Bonds (Kaw).

Grossi/Rapp race to Ridge Runners marathon win

By Gerry Reagan

WATSONVILLE, CA, MAY 2

Two hours of solid racing on one of the best motocross tracks in the area brought riders from all around northern California to Watsonville today to compete in the Ridge Runners' first marathon. The track was in excellent shape and had been expanded to add almost a mile to it length, a mile of virgin grass land.

A straightaway nearly a quarter mile in length led from the starting line into a smooth right-hand sweeper, followed by an excursion through what used to be the pit area for the club's motocross events and onto the tricky, natural terrain course. The riders followed the existing track until they got out into the back section where more grassy, new land was utilized.

The machines were lined up according to class with Open bikes getting the first shot. Riders had to face their bikes, straddling the front wheel, engines silent until the starting gun sounded. This method proved satisfying to all but one rider who had trouble getting his engine to fire, leaving him kicking furiously at the kickstarter while the others dashed headlong into the first turn.

The leading Open class riders were back to the check stands at the end of the first lap in about four and a half minutes, and at that point they funneled into a chute where they passed single file past the checkers. Their scoring system allowed relatively easy going for the checkers, enabling the results to be posted within 20 minutes after the race.

Bill Grossi, the National class Husqvarna rider, teamed with former motocross champion Tom Rapp to take the early lead in the Open class. Grossi took the first leg and opened up a secure lead over second place runner Tim Alarcon. After about a quarter of the event, Grossi pitted, and Rapp took over.

Alarcon, who opted to ride the entire two hours by himself, did not plan to pit until later in the race and was able to gain quite a bit of ground on the Grossi/Rapp team. Rapp got out ahead of Alarcon but was still sorting out the course when Alarcon passed him to take the lead.

At mid-race, Grossi took over again and was able to catch and pass Alarcon when the solo rider made his pit stop. Near the end of the race, Grossi had about a 25-second lead over Alarcon and, after exchanging signals with Rapp in the pits, decided to ride on to the finish. A pit stop would have seriously jeopardized their lead, but they were also low on fuel. Grossi held on to his lead and finished ahead of Alarcon by about 25 seconds. When he returned to the pits, he indicated he had plenty of gas left and held up his fingers to indicate about three-quarters of an inch on the bottom of his tank. "I think I might have been able to make two more laps" he said.

First place in the 250cc class was taken by the team of Scott Keller and Greg Pennington who captured the lead about three-quarters of the way through the race. The duo had run consistently behind the leader, Curt Wilcox, another solo rider, throughout most of the race and held onto the lead after passing Wilcox.

Brian Bowen took the win in the 125cc class, riding alone and leading most of the way. A supreme effort was given in this class by David Thorpe, who rode the entire event alone on a little 80cc Kawasaki. Riders on the bigger bikes commented on how well Thorpe kept himself out of their way. And even though he had to miss a lot of his lines to avoid the big bikes, he still managed to finish third.

The team of Lawson and Winkleman won the OT/Veterans class, finishing 25 of the 27 laps, two laps ahead of their nearest competitor.

In addition to the marathon, the Ridge Runners also held a trials event the same morning. Twenty-two riders enjoyed the tricky sections. Expert class rider Bim Miller had the low score with only 41 marks. Spectators and racers who arrived early for the marathon thoroughly enjoyed the slow, precise riding as did the club members who ran the event.

Although it hasn't been officially announced, club members are busily discussing their next marathon. The riders got plenty of track time and some good practice as well as the excitement of competing on a team, and the Ridge Runners had a good time running the event.

Results

MARATHON
OPEN: 1. Grossi/Rapp; 2. Alarcon; 3. Neasen/Marquez.
250: 1. Pennington/Keller; 2. Wilcox; 3. Smith.
125: 1. Bowen; 2. Vanhorsen/Gillette; 3. Thorpe.
OT: 1. Lawson/Winkleman; 2. Steinhauer; 3. Garcia/Okamura.
TRIALS
EXPERT: 1. Bim Miller; 2. Mike Read; 3. Clive Belvoir.
SENIOR A: 1. John Husmann; 2. Bill Davey; 3. John Moore.
AMATEUR: 1. Ted Cullen.
NOVICE: 1. Joe Gingerelli; 2. Robin Crocket; 3. John Lute.

Ward wins Clarks Branch NMA qualifier

By Delbert Longbrake

ROSEBURG, OR, MAY 1

One hundred twelve riders converged on the Clarks Branch motocross track today to ride the National Motorsport Association/Yamaha/Northwest Regional Minicycle National. This was the second of three races where riders could try to qualify to ride the Minicycle National at Ponca City, OK, in July. Good weather and great track conditions greeted the riders on Saturday morning, race day.

The 83cc Modified Expert class proved to be one of the most exciting classes of the day. In moto one, Kawasaki support rider Larry Ward pulled into the lead ahead of Suzuki rider Steve Oster and Yamaha support rider Todd Hoover. Soon the three riders were side by side, but it was Oster who applied the brakes the latest on the giant downhill, thereby moving into first. He then pulled away, leaving Ward and Hoover to get down to some serious arguing over second. For several laps, Ward and Hoover fought back and forth, but finally Hoover slipped up, giving Oster the room he needed to get second at the flag behind Ward. Hoover placed third.

It was Ward getting into the early lead once again in moto two. Oster was second with Jamie Munson in third. Hoover came around in sixth on the first lap but was in third by lap three.

It was on the downhill where Oster once again passed Ward just as he had done in moto one. After several passes back and forth, Oster led Ward out of sight from the pit crews and most of the spectators. But a few seconds later, someone yelled, "He got him!" And when they came into view it was Ward in first. At the flag, the order was Ward, Oster and Hoover, with Ward getting the overall.

Oster got his revenge later, however, when he took overall honors over Ward in the 83cc Stock class.

The 250cc Expert class saw several Pro riders entered because of the Gold Cup races the next day. Jim Anderson placed first in both motos over Roy Davis. Stacy Thornton placed third.

In the 125cc Expert class, it was again Jim Anderson going 1-1, this time over Dennis Fennell.

Lowell Thompson turned some heads in the Junior Cycle 9-11 year old class with his speed and riding style. Lowell was barely tall enough to see over the starting gate, but once on the track looked like a pro, winning his class.

Results

JR CYCLE STOCK 9-11: 1. Lowell Thompson (Yam).
JR CYCLE STOCK 6-8: 1. Butch Smith (Yam); 2. Joie Depew (Yam).
83 NOV STOCK 9-11: 1. Damon Schaefer (Yam); 2. Arron Fitzpatrick (Yam); 3. Jeff Richardson (Yam).
83 NOV MOD 9-11: 1. Arron Fitzpatrick (Yam); 2. Jeff Richardson (Yam).
83 INT 9-11 STOCK: 1. Lowell Thompson (Yam).
83 INT 9-11 MOD: 1. Lowell Thompsop.
83 NOV 12+ MOD: 1. Billy Berry; 2. Skip White (Yam); 3. Brian Hale (Kaw).
83 NOV 12 + STOCK: 1. Billy Berry; 2. Skip White (Yam); 3. Joel Sitts (Suz).
83 INT 12+ STOCK: 1. Scott Myers (Yam); 2. Corey Barton (Yam); 3. Matthew Ramey (Yam).
83 INT 12+ MOD: 1. Ritch Thurston (Kaw); 2. Corey Barton; 3. Billy Boresek.
83 EX 12+ STOCK: 1. Steve Oster (Suz); 2. Larry Ward (Kaw); 3. Todd Hoover (Yam).
83 EX 12+ MOD: 1. Larry Ward (Kaw); 2. Steve Oster (Suz); 3. Todd Hoover (Yam).
100: 1. Dennis Fennell (Yam); 2. Brad Miller (Yam); 3. Wade Janssen (Yam).
100 MOD: 1. Dennis Fennell (Yam); 2. Wade Janssen (Yam); 3. Corey Barton.
105 12+: 1. Todd Hoover (Yam); 2. Larry Ward (Kaw); 3. Scott Myers (Yam).
105 9-11: 1. Lowell Thompson (Yam); 2. Aaron Fitzpatrick (Yam).
125 NOV MOD: 1. Tim Hackett (Suz).
125 NOV STOCK: 1. Tim Hackett (Suz); 2. Bret Gilkson (Suz); 3. Mike Allen (Yam).
125 INT TOCK: 1. Lonny Sayles (Yam); 2. John Mitchell (Yam); 3. Mark Simmet (Yam).
125 INT MOD: 1. Mark Simmet (Yam); 2. John Mitchell (Yam).
125 EX STOCK: 1. Stacy Thornton (Yam); 2. Brad Halka (Yam).
125 EX MOD: 1. Jim Anderson (Yam); 2. Dennis Fennell (Yam); 3. Stacy Thornton (Yam).
250 NOV: 1. Scott Avery (Yam); 2. Mike Allen (Yam); 3. Casey Stuve (Suz).
250 INT: 1. Ted Perreard (Suz); 2. Troy Jaurssen (Yam).
250 EX: 1. Jim Anderson (Yam); 2. Roy Davis (Mai); 3. Stacy Thornton (Yam).
OPEN JR: 1. Kevin Dunnavin (Yam).
OPEN INT: 1. Gary Bault (Yam).

Plain, Beeman, Heiberger blast huge Baylands MX opener

By Jerry R. Newray

FREMONT, CA, APR. 29

Once again it was back to business at hand at the very busy and popular Baylands Raceway, with warm weather and bright sunny skies. A beautiful sunset greeted the large turnout of riders, which at race time numbered over 300 with all classes well represented.

Leading the way in the Pros was John Beeman taking the 250s with Chris Plain taking the 125s. The first moto in the 250cc Pros saw one super fast race as 20 of the fastest bikes in the northern California area burned out the gate and blazed down the front stretch. Jerome Heiberger slid into turn one first followed by second year Pro Dorene Payne, Beeman and Donnie Hawkins. With two laps left in the moto, it was Heiberger pulling out to a big lead, Payne falling back with her ailing Honda. When the checkered flag fell, it was Heiberger taking the win followed by Hawkins and Beeman.

The second moto was a show of power and great riding skills. At the start it was Kimo Casey and Jack Barton getting into turn one first with Beeman getting held up in the back of the pack. Beeman fought and overpowered the other riders and finally caught the leaders on only the fourth lap. With a sudden burst of speed coming down the back stretch, it was Beeman taking the lead while Barton and Mike Hernan scrapped for second and third. When the checkered flag fell, it was Beeman with the win followed by Barton and Hernan.

The other Pro class saw the popular 125cc dirt burners invade the course in great style. The first moto saw 26 riders tear down the front stretch with four riders getting into turn one at the same time. Coming out of the turn, it was Rick Ryan with the lead followed very tightly by Scott Castaneda and Chris Plain. With the race coming up to the white flag lap, it was Plain using his knowledge of the track to make a bid for the lead as he passed Castaneda on the high side of turn four and put his sights on leader Ryan. In the final turn, it was Ryan and Plain pulling up dead even down the home stretch. At the checkered flag, it was Ryan narrowly edging out Plain for the win with Castaneda taking third.

In the second moto, veteran Plain did everything. At the start it was Plain in the gate on the high side. He burst out first while pulling his front wheel off the ground, taking the lead and entering the first turn in front. Throughout the race, Plain showed his masterful and overpowering strength as he ran away. Taking second was Steve Arena and in third was Hawkins.

Heiberger also took the win in the Open Pro class with his powerful Maico. •

Results

250 PRO: 1. John Beeman (Hon); 2. Donnie Hawkins (Yam); 3. Mike Hernan (Hon).
125 PRO: 1. Chris Plain (Yam); 2. Donnie Hawkins (Yam); 3. Jeff Nichols (Yam).
OPEN PRO: 1. Jerome Heiberger (Mai); 2. Jerry Brandt (Yam); 3. Tim Alarcon (Hon).
250 INT: 1. Jeff Holder (Yam); 2. Derrick Luches (Hon); 3. Randy Kerslaker (Yam).
OPEN INT: 1. Mike Lane (Yam); 2. Robert Stone (Hon); 3. Jim Yunkair (Suz).
125 JR DIV 1: 1. Jerry Stone (Hon); 2. David Minjares (Suz); 3. Baily Scott (Yam).
125 JR DIV 2: 1. Claus Holpi (Hon); 2. Russ Baker (Suz); 3. Danny Sell (Suz).
125 JR DIV 3: 1. Marty Cooper (Suz); 2. Scotty Dupont (uz); 3. Linfred Kennedy (Hon).
125 INT: 1. Scott Cummins (Yam); 2. Don Hall (Yam); 3. Manny Ornellas (Kaw).
OPEN JR: 1. Mike Schuegmann (Hon); 2. Jeff Irwin (Hon); 3. Bud McElroy (Yam).
VET EX: 1. Paul Bastram (Hon).
VET INT: 1. Bill Spinola (Mai); 2. Hank Wessel (Suz); 3. Larry Baker (Kaw).
VET JR: 1. Jerry Caton (Suz); 2. Robert Cranston (Yam).
OT INT: 1. Rod Brasel (Hus).
OT JR: 1. Douglas Barer (Hus); 2. Glenn Pruitt (Suz).
80 INT: 1. Tony Flores (Yam).
80 JR: 1. Albert Berends (Yam); 2. Terry Bostard (Yam).
60 JR: 1. Jimmy Clay (Yam).

Central Pipeline

Open A rider Wes Hjelm styles at the Pine Ridge Enduro.

Davis overalls Pine Ridge Enduro

By Geoff Hamilton
Photo by Bob Reichenberg
CHADRON, NE, MAY 2

Kevin Davis (KTM) edged Mike Hefftner (KTM) by one second at the emergency check to take the overall win at the 14th annual Pine Ridge Enduro. Both riders had a great ride, dropping only two points in this very fast run. Davis, however, came into the emergency check on the 30-second mark while Hefftner hit it at 29 seconds to take the Open A win.

Joe Coppedge (Mai) took second in the Open A class with a seven-point loss ahead of three riders who lost eight points. Brian McKenna (Hon) was fastest to the emergency check for third place, beating James Rase (Yam) by 14 seconds and Mark Mauz (KTM) by 18 seconds.

Last year's RMEC Champion, Drigan Weider (KTM), and John Blythe (Mai) topped the 250cc A class with a three-point loss. Weider beat Blythe by five seconds at the tie-breaker to take first 250cc A. Gary Davis (KTM) and Mike Stokes (Hon) both lost 10 points; however, Davis was quickest to the tie-breaker to take third place.

Morrill Griffith (Yam) had a great run in the 200cc A class, dropping only three points. Gary Myers (Hon) took second with eight, and Rich Keutz was third at 11. The 125cc A class was won by Ron Pepper (Hus), and the Senior A class win went to Bill Williams (KTM).

The entire event was run at 24 mph, and it was the fastest enduro the RMEC has seen in the past year. The first check at 13.2 was the only timekeeper all day for most riders. Miles of tight trails and rocky stream beds had riders dropping points at check two (19.2 miles) and check three (30.0 miles).

Check four, at 39.2, was the tie-breaker. Most of the top riders were back on their minute here, but the check still took points away from quite a few of the A riders.

A gas stop at 42 miles and a 15 minute reset was a welcome breather. The trip to check five at 68.4 had riders alternately keeping time, then hustling to catch up. The check was zeroed by a number of riders, and most A riders dropped one or two points.

A few miles past check five was another 15-minute reset. Check six, at 79.0, was where Davis and Hefftner dropped their two points. The most memorable part of this section was a trip down a stream bed with narrow, canyon-like rock walls and drop-offs.

Twenty miles of alternating tight and open trails led to the final check at 99.6. A few riders were back on time here but most were dropping over five points.

Once again the Pine Ridge Cycle Association put on a fine event with an abundance of good trails. A few riders commented that the lack of timekeeper checks let people ride hot; however, these same riders said that the overall event was very enjoyable. RMEC event number two is tentatively scheduled for Gunnison on June 20.

Results

OVERALL A: 1. Kevin Davis (KTM).
OPEN A: 1. Mike Hefftner (KTM); 2. Joe Coppedge (Mai); 3. Brian McKenna (Hon).
250 A: 1. Drigan Weider (KTM: 2. John Blythe (Mai); 3. Gary Davis (KTM).
200 A: 1. Morrill Griffith (Yam); 2. Gary Myers (Hon); 3. Rich Keutz.
125 A: 1. Ron Pepper (Hus).
SR A: 1. Bill Williams (KTM); 2. Rob Boykin (Hus); 3. Al Hjelm (Hus).
A TEAM: 1. Team Yamaha Sports (M. Griffith/M. Hefftner/M. Long).
OVERALL B: 1. Randy Morrison (Hus).
OPEN B: 1. James Stretch (KTM); 2. Mike Cravens (Hus); 3. Michael Barbe.
250 B: 1. Ed Coonfield (KTM): 2. Jeff Meinke (Yam); 3. Don Macy (KTM).
200 B: 1. Martin Miller (Hon); 2. Greg Adams (Yam); 3. Tom Nebelsick (Kaw).
125 B:1. Dave Sebring (KTM); 2. Ed Bright (Hus); 3. Torrey Carroll (KTM).
SR B: 1. John Laerch; 2. John Zaback; 3. Don Burgener.
B TEAM: Little Heebs (T. Nebelsick/J. Coy/P. Hazen).
WOMEN: 1. Deb Hefftner; 2. Linda Bauerkemper; 3. Lisa Berry.

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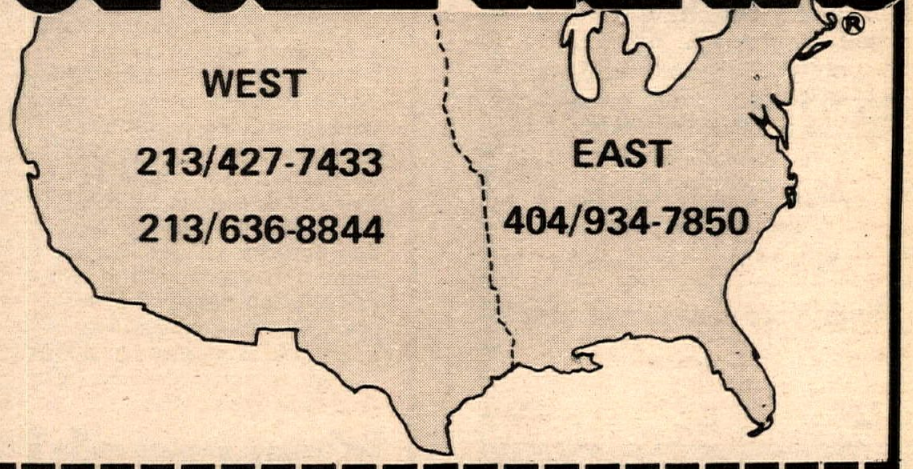

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Where are we going next week? See Calendar of Events

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RESULTS

Short Track Hot-Lines Prom. Hills Ferry Speedway Newman, CA May 1, 1982

100 EX	
Winkie Frietas	Yam
Tommy Carriger	Yam
Eric Mayfield	Yam
Steven Mayfield	Yam
60 NOV	
Jason Cahoon	Yam
80 NOV/JR	
Steve Rasmussen	Yam
Rickey Smith	Yam
80 EX	
Winkie Freitas	Hon
Ronnie Hayes	Kaw
Michael Macedo	Yam
100 JR	
David Woodward	Yam
125 NOV/JR	
Larry Totanelli	Yam
250 NOV	
Jon Nunez	Yam
Robert Damron	Kaw
Todd Winkler	Yam
250 JR	
Kurt Chandler	Kaw
Danny McDonnell	Hon
Rickey Cremora	Yam
250 EX	
Danny Moore	Hon
P.J. Sanchez	Kaw
Doug Chandler	Hon
Bruce Johnson	Yam
Mark Key	Yam
500 NOV/JR	
John Lamon	Yam
Joe Martins	Yam
500 EX	
Kim Jorgensen	C-A
Chris Carr	C-A
Chris Roehlk	Suz

1982 WERA National Championship Series Point Standings Region 6 Texas-South Central Region

AP EX	
Ronnie Lunsford	45
Mike Harth	20
Glen Heintschel, Jr.	16
William Syfan	14
Jake Hendricks	12
AP NOV	
James Wenzel	30
Robert Shumway	30
Nicholas Wargetz	20
Tryg Westby	15
James Schindler	10
ASB EX	
Ronnie Lunsford	45
Howard Davies	26
Brian Born	20
ASB NOV	
Michael Plain	45
James Wenzel	20
BP EX	
Chuck Quenzler	30
Mike Harth	30
Charles Brothers	20
Jake Hendricks	16
John Gambill	15
BP NOV	
Roy Thoma	30
James Wenzel	20
BSB EX	
Dave Kirts	15
BSB NOV	
Michael Plain	45
James Wenzel	20
James Schindler	10
Paul Wunsch	8
CP EX	
Charles Brothers	56
Lynn Stackable	47
Joe Fisher	29
George Peckham	22
Chuck Quenzler	20
CP NOV	
Roy Thoma	30
Nicholas Wargetz	20
CSB EX	
Charles Brothers	75
George Peckham	26
Dave Milem	20
Lynn Stackable	20
Mike Harth	20
CSB NOV	
Nicholas Wargetz	30
Robert Shumway	30
Michael Jones	20
DP EX	
Lynn Stackable	34
Chuck Quenzler	30
David Roth	30
Charles Brothers	20
Rowley Fallon	16
DP NOV	
Barry Thornhill	31
Roy Thoma	30
Randall Cook	20
Jeff Channell	14
DSB EX	
Lynn Stackable	30
John Gambill	15
DSB NOV	
Barry Thornhill	30
Randall Cook	20
Roy Thoma	16
Jeff Channell	14
EP EX	
Roger Edmondson	35
Lynn Stackable	30
ESB EX	
Roger Edmondson	35
Lynn Stackable	30
Amy Sterling	16
F1 EX	
Ronnie Lunsford	45
Howard Davies	24
Michael Herzing	20
Brian Born	16
F1 NOV	
Tryg Westby	15
F2 EX	
Dave Milem	30
Glenn Heintschel, Jr.	30
Michael Herzing	20
Mike Harth	16
William Syfan	14
F2 NOV	
Roy Thoma	30
Randall Cook	20
F3 EX	
Robert Byars	30
Lynn Stackable	20
F4 EX	
Amy Sterling	30

PNTA Trial Bridge Of The Gods, WA Apr. 18, 1982

CHAMPIONSHIP CLASS	
PREMIER	
Stan Bakkaard	30.6
1st CLASS	
Brad Skreen	38
Jay Terry	57
Ray Reser	61
2nd CLASS	
Guy Bannon	61
Mark Lawson	65
Kit Williams	66.4
3rd CLASS	
Dale Dorcas	72
Bill Perkins	73
Dean Dorcas	73.4
Vance Walker	76
Duane Rinkes	93
SUPPORT	
Judd Schaefer	47
Steve Huizinga	55
Jim Dedmond	63
SR	
Bud Mylerberg	29
Tom Hebert	60
NOV	
Don MacKinnis	18
Bruce Wyatt	22
Kim Henry	25
David Russell	28
Tom Marlow	31

AMA/Dragbike! Nat'l. Championship Point Standings as of May 9, 1982

TOP FUEL	
Jim Leineweber	440
Dave Covey	390
Norris Bruce	350
Dick Frey	330
Keith Ruxton	230
Walt Miles	120
Lynn Jones	120
Clyde Rawlings	110
Jim McDonald	110
Mike Otti	100
SUPER FUEL	
Craig Burns	210
PRO STK	
Steve Miles	480
Jesse Gatlin	240
Mike Keyte	220
Gib Hitchcock	220
Larry Cook	130
John Griego	120
Marc McMahan	110
Mark Dunham	110
Darrell Biggs	100
PRO DRAGSTER	
Pete Rogers	750
Pat Collins	310
Duane Wilson	280
Ray Lafayette	270
Diffin Brothers	260
Sam Oskin	260
Bob Spina	250
Ron Durham	220
Tommy Doak	150
"Doc" Hopkins	140
Alan Vickery	140
Archie Carter	130
J.W. Rauch	130
J.R. Clutis	120
Steve Pifer	
Bill Biggs	110
FUNNYBIKE	
Don Zimmerman	460
George Bryce	250
Richard Smith	230
Dale Walker	220
Bernard King	120
Ralph Clark	110
Craig D. Burns	110
SEMI-PRO DIV	
COMP ELIM	
Bruce Bottorff	800
Rick Salmons	700
Irby Finlay	600
Leo Mathieu	500
Leonard Andrews	500
Ray Richardson	400
Sam Oskin	400
Robert Clement	400
Bruce Phillips	350
Darrin Lankford	300
Lynn Smith	300
Lonnie Reed	200
Don Hoevenaar	200
Chris Hoevenaar	200
Randy Snyder	200
Fred Quinn	200
Honda Jim	200
Glen Capps	200
A.B. Mueller	200
Mac Reed	200
James Cagle	200
Terry Kreuger	100
Rich Gonovich	100
Gary Serwe	100
Dennis Griden	100
Jim Montana	100
Ed Sievers	100
Rusty Roland	100
Mike DeClerk	100
Jack Vinson	100
Ty Davis	100
MOD ELIM	
Kess McLennan	650
Van Rayburn	600
Rick Anderson	600
Duke McDonald	600
Tom Turner	500
Dan Quaranto	400
John Griego	400
Ed Malkiewicz	400
Roger Landers	400
Phil Stegner	400
Terry Schultz	400
Bob Hartness	400
Herb Howland	300
Larry McCormick	300
Emmett Kerrick	200
Lonnie Reed	200
Bob Kunkle	200
Guy Glover	200
Joe Johnson	200
Robert McBride	200
Mike Dunn	200
Scott Fitzgerald	200
Richard Bryan	100
Don Hemsley	100
Mike Hickey	100
Anthony Cantrell	100
James Lindsey	100
STK ELIM	
Vince Testa	400
Jim Mehrle	300
Ed Malkiewicz	300
Barbara Young	300
Steve Melton	200
Bill Bonnaud	100
Don Trimble	100
Gerald Garner	100
YOUTH ELIM	
Chris Villanueva	200
Sean Dolan	100
PRO ET	
Mac Reed	100
Royce Hensley	100
Steve Jacks	100
Lin Neal	100
Calvin Blanden	100
Dennis Allera	100
Steve Miller	100
P.J. Toth	100
Bill Bonnnaud	100
STREET ET ELIM	
Ricky Wilkinson	500
Bob Gagnon	300
Cap'n Queeg	300
Martin Blais	300
Teri Ann Brown	200
Lubie Overstreet	200
Silvio Mazella	100
Alex Gjonovich	100
Mike Wesolowski	100
Michael Roberts	100

PNTA Trial Bridge Of The Gods, WA Apr. 17, 1982

CHAMPIONSHIP CLASS	
PREMIER	
Brad Skreen	38
1st CLASS	
Stan Bakkaard	54.8
Mark Lawson	55.2
Kit Williams	59.8
2nd CLASS	
Guy Bannon	70.6

Jay Terry	72
Bill Perkins	73
Dale Dorcas	74.4
3rd CLASS	
Ray Reser	80.8
Glen Hewitt	95.6
Dean Dorcas	100.8
Steve O'Rorke	101
Bill Thompson	106
Duane Rinkes	115.4
SUPPORT	
Steve Huizinga	59.6
Judd Schaeffer	67.2
Tim Fellows	79
Tom Hebert	81.8
Jim Dedmond	86.4
SR	
Bud Mylerberg	54.4
SPTSMN	
Chuck Withrow	54
NOV	
Garf McFadyen	22
Bill Knapp	25
Bruce Wyatt	28
Kim Henry	28
Wayne Baughman	30

AMA National Enduro Championship Series Point Standings After Three Events

Fritz Kadlec	52
Terry Cunningham	50
John Martin	49
Mike Melton	45
Drew Smith	39
Darryl Kuenzer	38
Jeff Fredette	31
Larry Roeseler	30
Ron Ribolzi	29
Tom Webb	25
Rich Munyon	21
Mike Keen	20
John Fero	20
David Bertram	18
Jack Penton	17
Kevin Hines	16
George Hendrix	16
Mark Hyde	15
Kevin Brown	13
Wayne Beatty	12
B. Fullmer, Jr.	12
Rick Scharphorn	11
Jeff Irwin	11
John Miller	10
Jon Schwartz	9
Tom Buckles	9
Rod Bush	8
Chip Howell	8
Alan Randt	7
Eddie Diaz	7
Wayne Beindorf	6
Dick Burleson	6
Bill Berroth	5
Grant Palenske	5
J. Ford Sutton	4
Bob Balentine	4
Bill Gusse	3
Matt Cullins	3
David Pierce	2
Darryl Moody	2
Craig Hughes	1
K. Smith	1

AMA/TCR Progressive MX Final Austin, TX May 2, 1982

MICRO MINI	
Gary Stevenson	Kaw
Shawn Huggins	Yam
Travis Motley	Yam
Bill Berchardt	Yam
David Fletcher	Yam
JR MINI	
Gary Stevenson	Kaw
Shawn Huggins	Yam
Roy Schellenberger	Yam
Jerry Benner	Suz
Travis Motley	Hon
Jimmy Garcia	Kaw
Justin Otto	Kaw
Allen West	Kaw
Cliff Palmer	Suz
James Prasieka	Yam
SR MINI	
Brandyn Ready	Kaw
Tiger Foytik	Suz
Michael Merlo	Suz
Lance Baldridge	Yam
Craig Jackson	Suz
Richard Beverly	Yam
Stoney Horn	Yam
Chris Wallis	Kaw
Mark Myatt	Suz
Allen Whitaker	Yam
STK MINI	
Tiger Foytik	Suz
Bradyn Ready	Kaw
Michael Merlo	Suz
Lance Baldridge	Yam
Jerry Benner	Suz
Loren Templeton	Yam
Craig Jackson	Suz
Roy Schellengberger	Yam
Scott Chesser	Yam
Chris Wallis	Kaw
100	
Brent Carrizales	Yam
Mike Murray	Yam
Darrin Huggins	Yam
125 NOV	
Bobby Cornelison	Yam
Larry McClish	
Brett Kimmel	Suz
James Ray	Suz
Terry Hoffman	Kaw
Glenn Brewer	Suz
Jimmy Webb	Kaw
Allen Whitaker	
Craig Allen	
Ken Tyler	Kaw
125 STK	
Bryan Abernathy	Kaw
Brent Carrizales	Yam
Jason Otto	Kaw
Bret Wagnon	Hon
Morris Troxell	Kaw
125 INT	
Bryan Abernathy	Kaw
Morris Troxell	Kaw
Skipper Beaver	Suz
Jason Otto	
Mark Filler	Suz
Bob Williams	Suz
Aubrey Wright	Hon
Brett Wagnon	Hon
Mighty Mike Davis	Suz
Donald Krock	Suz
250 NOV	
Jeff Gunter	Suz
Shane Beavers	Suz
Rocky French	Hon
Jeff Simmons	Hon
James Gist	Hon
Tommy Campbell	Suz
Ted Roy	Suz
John Atkins	Kaw
Larry Eberhrt	
Curry Herrin	Hon
250 STK	
Rob Leasure	Yam
250 INT	
Kyle Lewis	Hon
Mike Schriefer	Hon
Skipper Beaver	Suz
Mark Lamb	Hon
John Phillips	Hon
Rob Leasure	Yam
Robert Groover	Yam
Randy Squier	Hon
Robert Krock	Yam
Ron Binion	Hon
OPEN NOV	
Danny Herrin	Hon
Shane Beavers	Suz
Ray Arnold	
John Seery	Hon
Kirk Wood	Hon
OPEN INT	
Carter Bruce	
Greg Williams	Yam
Neil Tucker	
Dennis Burzynski	
Delbert McDonald	Yam
OVER 30	
Dave Adams	Hus
Danny Barber	Kaw
David Allard	Yam
Kevin Reid	
Pete Peery	
125 EX	
Greg Fouts	Yam
Mike Foytik	Suz
Bryan Taylor	Hon
James Baldridge	Yam
Tim Butler	
250 EX	
Jack Beckham	Hon
John Paul Kindhart	Kaw
Hunter Carouthers	Yam
Glenn Goodier	Hon
Eddy Coker	Suz
Tony Nielson	Yam
Darren Rhoten	
Tim Butler	
Mike Sparks	Suz
Keith Kram	Yam
OPEN EX	
Glenn Goodier	Hon
Mike Walcott	Yam
David MacLaskey	Hon
Darren Rhoten	
John Keith	Hon

AMA National Championship Reliability Trials Series Best three of five events

125	
Michael Melton	0
Jack Penton	4
Ronald L. Knarr	42
Glenn D. Hollingshead	77
Keith Moore	148
Dwight Rudder	191
Nick Gentry	255
Allan P. Zitta	273
Mark D. Sandridge	327
Ray Brazier	796
Dave Riant	931
Burton Huff	1164
Lewis Sumner	1829
Jim Stanfield	13882
Shannon Spring	13921
Tim S. Killian	14731
Mark Hosbach	15206
175	
Richard B. Burleson	0
Scott Atchison	63
Morrill C. Griffith	71
Gary Johnston	72
Zack Elkins	226
John C. Martin	303
Peter Leonard	450
Joseph W. Korzenecki	494
Jeff A. Fredette	527
Aubrey K. Wallace	623
John J. Pearce	1105
Randy Kline	1134
William R. Perkins	1361
Michael G. McHale	1569
Bill Harding	1585
John A. Fero	1617
Garth F. Williams	3544
Ed Curran	10387
Tim Rocha	10692
Jon J. Schwartz	13773
Jerry Horner	14348
250	
Terry L. Cunningham	0
Frank Stacy	18
Larry B. Roeseler	21
John C. Martin	35
Rusty Reynaud	73
Fritz Kadlec	86
Andrew F. Smith	94
Kevin M. Brown	95
Bill Berroth	96
Edward W. Lojak	131
Stephen P. Matthiesen	139
Robert W. Easter	144
Ray Pencoska, Jr.	181
James Giddings	194
Kevin Hines	211
Ronald Ribolzi	215
Ronald L. Knarr	215
Victor J. Ely	232
Larry Brown	271
Kevin A. Piasecki	285
Charles M. Cooper	288
Gray Leonard	292
Stanley Lojak	302
Jeff Russell	305
Scott Hogenson	364
Terry Seales	374
Alvin McCannon	391
Ray Mungenast	416
Marv Long	485
John Meyer	502
Henry Bryant, Jr.	529
Raymond Meyer	537
Jim B. Kalleker	579
Rob Kimbrough	644
Robert T. Thul	856
Mike Toole	1160
Michael L. Stanfield	1165
Alan Randt	1750
David W. Saville	1854
Guy H. Burkhart	2124
Richard Sypriano	2216
Kevin Finefield	2230
Clint Lindburg II	2409
Bill Patridge	2580
George J. Hayes	2810
Jerry Lawrence	2876
Gary Copeland	3081
Stephen E. Klein	3919
Timothy M. Newell	5472
Bruce R. Bowen	13720
Jim Brata	13744
Robert Bennett	13810
Mitch J. Gentry	14039
Jerry W. Holasek	14271
500	
Kevin LaVoie	13
Scot Harden	14
Kevin Stevens	31
Wally Wilson	72
Chip Howell	72
Jamie Burgess	90
Robert E. Rutten	113
Mitchel Howell	120
Jim Norris	125
Tom Buckles	131
Daniel E. Smith	133
Mark Hyde	141
Gary Copeland	141
Barry Higgins	162
Norm Into III	167
Tim Hopey	220
Verlin E. VanZee	229
Michael L. Hefftner	237
Joe L. Coppedge Jr.	239
Kevin C. Davis	251
Terry P. Davis	265
Wes Hjelm	293
Anthony Pasqualotto	307
Morris R. Norman	325
Mark Hynes	357
Vernon A. Pacholke	358
Tom Notestone	445
Roger Eggers	473
Joseph W. Janecky	553
Joseph Lojak	560
Paul M. O'Callaghan	585
Tom Harris	588
Mark McQuade	893
Dennis Plozizka	1058
Chuck L. Miller	1113
Ronald Lojak	1555
Tom Reese	1563
R. Scott Nix	1781
Tom Bellamy	2151
Monty Rockey	2529
James E. Burgess	2877
Gene Rampani	4271
Tony F. Mitchell	8628
Patrick T. O'Connor	13775
Dennis Reese	14199
Lyle Perkins	14806
Ray Cosgrove	15740
Leslie Shirk	22747
OVER 500 FOUR-STROKE	
Randy R. Mastin	0
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CLASSES	B	A	PROGRESSIVE PRO
Pee Wee	X	X	
Mini	X	X	
100	X	X	
125	X	X	X
250	X	X	X
Open	X	X	X
30 to 40	X	X	
Old Timers	X	X	

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— Riders must ride 10 events to qualify
— Gold Cup Trophies and Yamaha Series Jacket awarded to 1st place winner in 125/250/Open Pro classes

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— $1,000 Each Event toward trophies to the amateurs
— $500 toward contingencies for A class only, top ten finishers ON YAMAHAS in series best 10 events
— Riders must ride 10 events to qualify
— Gold Cup Trophies awarded 1st Place Series Amateur Winner — A & B Riders

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

5/21-24	RR/Elkhart Lake, WI
6/5	H-M/Louisville, KY
6/12	H-M/Harrington, DL
6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/22	H-M/Tulsa, OK
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

7/17	Los Angeles, CA
11/6	San Diego, CA

AMA National Motocross Series

5/30	Mt. Morris, PA/250-500
6/6	Atlanta, GA/250-500
6/13	Castle Rock, CO/250-500
6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

AMA Trans-USA Motocross Series

9/26	Lexington, OH
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Houston, TX
10/24	Sacramento, CA

NMA Grand National Championship Series

NORTHWEST

6/12	Boise, ID
6/19	Roseburg, OR

WESTERN 2

5/23	Freemont, CA
6/6	Brentwood, CA
6/13	Huron, CA
6/27	Brentwood, CA

WESTERN 1

5/23	Saddleback, CA
6/13	Arroyo, CA
6/27	Indian Dunes, CA
7/3&4	Barona Oaks, CA

ARIZONA

5/29	Rhoenix, AZ

ROCKY MTN. 2

5/22	Idaho Falls, ID
5/23	Idaho Falls, Id
6/19	Mt. Home, ID
6/20	Mt. Home, ID

ROCKY MTN. 1

6/5	Ft. Collins, CO
6/6	Ft. Collins, CO
6/26	Mitchell, NE
6/27	Mitchell, NE

SOUTHWEST

5/23	Hobbs, NM
6/6	Albuq., NM
6/13	Gallup, NM

HIGH PLAINS

5/30	Midland, TX
6/13	Wellington, TX
6/27	Lawton, OK

TEXAS

6/5&6	Dallas-Ft. Worth, TX
6/19&20	Houston, TX

CENTRAL

5/29&30	Great Bend, KS
6/12&13	New Boston, MO
6/26&27	Ks. City, MO

OZARK

5/29&30	Springfield, MO
6/5&6	Branson, MO
6/19&20	Tulsa, OK

AMA Superbike Road Race Series

5/22	Elkhart Lake, WI
6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA/Budweiser Grand Prix Endurance Road Race Series

7/31-8/1*	Lexington, OH
10/9-10*	College Station, TX

* Tentative

AMA National Enduro Schedule

Eastern Region

5/30	Columbus, OH
8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

AMA One-Day Qualifier Series

5/23	Rose City, MI
5/30	Jacksonville, OR
6/6	McMinnville, OR

National Drag Race Schedules AMA/Dragbike!

6/5-6	Buffalo, NY
6/19-20	Tulsa, OK
6/26-27	Fremont, CA
7/10-11	Bryon, IL
7/31-8/1	St. Louis, MO
8/11-14	Sturgis, SD
8/21-22	Atco, NJ
9/4-5	Cicero, NY
9/11-12	Columbus, OH
9/18-19	E. Irvine, CA
9/25-26	Commerce, GA
10/17	Fayetteville, NC
10/24	Hollywood, FL
10/24	Fremont, CA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

6/12-13	Louisville, KY
8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

5/29-30	Epping, NH
6/12-13*	Columbus, OH
6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Freemont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

* Pro Stk Only
** Top Fuel Only
*** Fun Bike Only
**** Pro STk & Fun Bike Only

SCORE/Pernod Race Schedule

6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Off Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

World Championship Road Race Series

5/23	Spain
5/30	Italy
6/26	Holland
7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

6/13	Germany
6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series 125cc

6/6	Switzerland
6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

5/23	Poland
6/6	France
6/13	England
7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

5/23	Austria
6/6	Italy
6/13	Germany
6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

5/23	Holland
6/6	Belgium
7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

5/23	France
5/30	Germany
6/6	Austria
6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team White City, England
8/28	Individual LOS ANGELES, CA
12/11	Pairs Liverpool, Australia

Other Major Events Abroad

6/5-11	Isle of Man TT Isle of Man
7/4	Vila Real TT Portugal
8/21	Ulster GP & TT Ireland
9/5	Trophee des Nations Germany
9/12	Motocross des Nations Switzerland
9/19	Coupe des Nations Italy
9/19	World Long Track Championship Korskro, Denmark
9/20-25	ISDE Povaska Bystrica, Czechoslovakia

National Road Runs

5/28-30	National Championship Field Meet Great Bend, IN
9/4-5	National Championship Poker Run Binghampton, NY
9/11-12	Eastern Championship Timed Road Run Hazlet, NJ
TBA	Western Championship Timed Road Run Open
11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA — Las Vegas, NV

Other Major U.S. Events

10/31	The Superbikers Carlsbad, CA

EVERY WEEK

Tuesday

CALIFORNIA

VENTURA SPEEDWAY
Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults $4.50, Jr. $3, Child $1 AMA/Ventura Raceway. Info call 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac. 6:30, race 7:30. Lic. req., avail. @ track ($20). Entry $12. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. 900 S Arrowhead. 3 Div., 30% of the gate vs. $1225 + troph. Adult adm. $5, child $1.50, Pref. parking $1. Open 6:30 p.m., race 8. $7 per rider, $5 mechanic. American Raceways, Inc. Info 213/446-0969, 446-2241.

SPEEDWAY 117 MOTOCROSS
Speedway 117, Chula Vista, CA. All classes + all ATV classes. CMC license req. Gate/sign up 5-7 p.m., prac. 6-7, race 7:30. Entry $12 — includes gate and ins. Watch $4.50, 6-12 yrs. $2.50, child free. CMC/Speedway 117. Info 714/690-6414.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Cneter to Sand Cyn. All Classes, 30% troph., 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under 12 $1. Info 714/552-5511.

CMC ASCOT TT SCRAMBLES
Ascot Park, Gardena, CA. All classes. Pro payback, sportsman trophies. CMC license req., can be pur. ($20) at track. Gates open 5 p.m., sign up close 6:30, prac. 6-7, race 7:30. Entry $12, watch $5 adults, $3.50 Jr., $2 kids 8-12. CMC sanctioned.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd. to Jackson Hwy. to Excelsior Rd. All classes, Troph., 100% Pro p.b. Numbers on helmet req. Gate 5 p.m., prc. 5:30-6:30, race 7. Entry $10, $15 Pros, watch $4, kids $2. Sacramento Raceway. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

AUBURN SPEEDWAY
Auburn Fairgrounds, Auburn, CA. 30 mi. E of Sacramento, take Maple St. exit off I-80, follow signs. Pit gate opens 6:30 p.m., race 8. Entry $7. Riders call 916/448-7557, 485-7140 (John Houston).

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

NAPA SPEEDWAY
Town and Country Fairgrounds, Napa, CA. Entry is off Silverado Trail Rd. Gate (pit) 6 p.m., race 7:30. Entry $7, riders call 707/252-8772 (Dennis Robinson).

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req. Gates open 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi-pro $4, watch $3.50, under 12 $1, pit pass $1 (whites req.). Moural Associates. Info 916/342-0063, 4216.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

CENTRAL VALLEY CLASS A SPEEDWAY
Located 1/2 mi. E of U.S. 99 at U.S. 198 (Holiday Inn exit), Visalia, CA. 70 mi. N of Bakersfield, 35 mi. S of Fresno. Div. I, II, III + Jrs. Troph. to H/C class winners, $1,000 purse against 30% of gate. All riders gar. 2 rides. Pits open 6 p.m., close 7:15. Gate 7 p.m., race 8. Riders $7, mech. $5, watch $4. Central Valley Speedway Club. Info 209/683-4270.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

May 21

R.A.C.E. OF ARIZONA SHORT TRACK/TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. $500 Pro purse, 33% [CANCELLED] ies, trophy dash & sweepstak[CANCELLED]e, special $ class for 3-whe[CANCELLED] Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

May 22 & 23

CENTEX BEST ALL AROUND SERIES
Austin Day and Austin Night Tracks, Austin, TX. Off Hwy. 183 N, N of 7th St. All classes run Sat. night and Sun. $1500 purse ea. day with 15 rider min. ea. EX. class., large troph., D-20 pts. to card holders. Sat. gate anytime, sign up 2:30 p.m., prac. 3:30, race 5. Sun. split sched. Sptsmn sign up 7 a.m., Int/Ex. sign up noon. Entry $15, $20 Ex., $6 gate. AMA d-20 card holders $2 off entry. Info 512/443-7627.

TEXAS ROAD RACES
Oak Hill Raceway, Henderson, TX. Rider school and prac. on Sat. Race Sun. All classes.

OREGON SHORT TRACK & TT
Sunny Valley, OR. Approx. 15 mi. N of Grants Pass. I-5 to Sunny Valley Interchg. then 3/4 mi. to track. All classes, troph. to Sptsmn, 90% p.b. to Moeny classes. Sign up Sat. 6 p.m., Sun. 10 a.m., prac. Sat. 7 p.m., Sun. 11 a.m., race Sat. 8, Sun. noon. Entry $6, $5 ea. add. entry. Pros $10. Southern Oregon Motorcycle Assoc. Info 503/476-7405 (Days), 479-6926 (Eve.).

May 22

AFM ROADRACE RIDER SCHOOL & OPEN PRACTICE
Willow Springs Raceway, Rosamond, CA. Hwy. 5 N to Hwy. 14. N to Rosamond exit, lft. 5 mi. to track. Roadracing school and open prac. for all AFM memb. Gate 8 a.m., prac. 9-4. Entry $50 all day. American Federation of Motorcyclists. Info. 714/523-3892 (Harry Bresach).

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchana St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

CANYON NIGHT MOTOCROSS
Canyon Raceway, 8-½ mi. W of I-17 on Carefree Hwy. 33 mi. N W of Phoenix. All classes, 33% troph., 100% p.b. to Pros. Gate 3:30 p.m., prac. 5, race after prac. Entry $10, $15 Ex. Info 602/795-2238 (Ron Keyes), 583-0575 (Tom Timmons).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 E. Morse Rd., Lodi, CA. All D-36 classes. New race track. Gate 8 a.m., sign up 9-11, prac. 10-11, race noon. Watch $3, 1st bike $8, 2nd bike $6, Semi-Pro $11. Lodi M.C./AMA D-36. Info 209/368-7182 or 931-3722.

May 23

SAND HILL MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 200/250/Open classes, 1½-hr. races. Gates open 7 a.m., sign up 8, race 10-11:30. Entry $14, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

D-27 SEMI-PRO ROAD RACE
Seattle International Rcwy, E of Auburn, WA on Hwy 18. All classes, troph. to 3rd, D-27 pts., AMA mem. req. Gates open/sign up 7 a.m., New rider prac. 9, race 11. Gate $5, und. 10 free, entrey $30 money class, $25 troph. class, $20 add. ent., $10 3rd class. Claude Hammond Enterprises. Info 206/282-8516.

OLD TIMERS SUNRISE MX
Sunrise Cycle Park, Adelanto, CA. 2 mi. N of Adelanto On Hwy. 395. All OTMX Assoc. classes, 30% troph. Memb. open to all 40 yrs. +. Free O/N camp. Gate 7 a.m., prac. 8, race 9. Entry $12. Old Timers MX Association. Info 714/968-8775 (Dick), 496-8779 (Dennis).

YAMAHA PERPETUAL GOLD CUP SERIES
Spanaway motocross, Spanaway, WA. 160th & 22nd Ave. Pacific Ave. to 159th to 22nd-turn rt. A B classes, $1,000 purse for ea. class, for Pros. Gate 6 a.m., prac. 8, race 9:15. Entry $15 + gate, $25 + gate Pros. Spanaway MX, Inc. Info 848-6335 (Elaine Smith).

MASTERLINKS VIRGIN RUN
Red Mountain, CA. Limed from

7th Annual CORONA RACEWAY

MEMORIAL DAY GP

SILENCERS MANDATORY
Entry Fee ..... $15.00 (mail)
..... $22.00 (post)
Team Race .... $10.00 (mail) ea.
Must send ..... $12.00 (post) ea.
entries together.

MONDAY
MAY 31

GATES OPEN 6:30
PRACTICE ..... (0-125) 8:00
PRACTICE ..... (250-500) 8:30
ALL 1-100's & WOMEN 9:15
125-250-500 PROS 10:15
ALL VETS 11:15
ALL 125's 12:30
ALL 250's 1:30
ALL 500's 2:30
TEAM RACE 3:30

100% FINISHER PINS

25% Trophies
SILENCERS MANDATORY
100% payback to PROS
HANGMANS TREE
CORK
KONG
OFF THE WALL JUMP
CHICKEN DELIGH
MILE COURSE
DAVE'S DOWNHILL DROP
Team Race will be Pie Plated - have your duct tape ready!!
...3... number plates required

R.A.C.E. GP's

AVOID THE HASSLE OF RACE DAY ENTERING AND SAVE MONEY BY ENTERING EARLY!!

Mail Entry & $15.00 to: (check or money order) CORONA RACEWAY P.O. BOX 388 CORONA, CA 91720 or Bring to Corona Raceway office.

If under 18, parent's signature must be notarized or signed in front of R.A.C.E. official!!

DEADLINE: Entries must be postmarked by May 27, or brought to raceway office by 12:00 Noon, on May 29.

RESULTS: Self-Addressed Stamped Envelope Required for Return of Results.

Fill Out Completely

circle one SIZE	circle one SKILL LEVEL	RIDING NUMBER	NAME	SILENCER TYPE	CYCLE MAKE	circle one R.A.C.E.
MINI 100	Beg. Nov.					Member
125 175	Int. Exp.	print	print	print	print	Non-Member
250 500	Girls Vets(32+)					

Vets & Girls Circle 2

CORONA RACEWAY
R.A.C.E. GRAND PRIX

CC's: SPONSOR: AGE PHONE NUMBER ( )

ADDRESS: (Number) (Street) (City) (State) (Zip)

REQUEST FOR PERMISSION TO ENTER RESTRICTED AREAS:

In consideration of my being admitted to areas from which the general public is excluded:

I hereby declare that it is my intent while on these premises to drive at high speeds and to test my driving skills and to check the performance of the vehicle I am driving.

I affirm that I am going to engage in these highly hazardous activities of my own volition.

I hereby affirm that I enter these restricted areas fully aware of the hazards to my person and property therein, and I assume all risks attendant thereto, even if injury or damage is caused by the negligence of another party.

I affirm that when I enter these restricted areas, I do so as a voluntary partic pant in the activities conducted therein. If I am injured, in any manner, or my property is damaged, in any manner while I am within the restricted area, I will grant a full and unconditional release for any injuries sustained to my person or any damage to my property to all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas.

On behalf of myself, my heirs, executors, or administrators, I agree to hold harmless and indemnify all track owners, participants, officials, employees, promoters, or others who are responsible for the activities within the restricted areas, for any damages or injury to my person or property. READ CAREFULLY BEFORE SIGNING INTO RESTRICTED AREA

I HAVE READ THIS ENTRY BLANK YES____ NO____ BLOOD TYPE_____

IF UNDER 18 YEARS OF AGE, PARENT MUST SIGN _____ Parent's Signature

RIDER'S SIGNATURE_____ DATE_____

IRA MOTOCROSS

Arroyo CYCLE PARK

May 23

All Classes

Entry Fees $10.00 Sportsman
$15.00 Pros

Gates Open 7 a.m.
Practice 8 a.m.
First Race 9:30 a.m.

For Information Call IRA (714) 359-1433

Fun begins when you let the clutch lever out.

R.A.C.E.

SCHEDULE

THURS	MAY 20	ODYS, 3 WHLRS	Corona
THURS	MAY 20	MOTOCROSS	O.C.I.R
FRI	MAY 21	MOTOCROSS	Corona
THURS	MAY 27	MOTOCROSS	O.C.I.R
FRI	MAY 28	MOTOCROSS	Corona
SUN	MAY 30	ODYS, 3 WHLRS	Corona
MON	MAY 31	MEMORIAL DAY GP	Corona

Open 7 Days 714-558-1584
CMC-MX / ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

CRC RACE SCHEDULE

May 23 — MOTOCROSS
Saddleback

May 28 — MOTOCROSS
Friday Night — Indian Dunes

May 30 — MOTOCROSS
Indian Dunes

June 6 — MOTOCROSS
Indian Dunes

New! 4 Stroke Class at all CRC MX & GP Events
CRC Membership Required
(213) 830-7519

INLAND MOTORCYCLE SPEEDWAY
THE ONLY REASON
FOR WEDNESDAY NIGHTS

Witness The Action, The Thrills, The Speed & The Spills.
EVERY WEDNESDAY NIGHT

Class 4 License Night May 26th
$1.00 off when you present a Class 4 motorcycle license.
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also sign up to enter the
Cycle News '82 Rideaway Sweepstakes

National Orange Showgrounds
San Bernardino
(213) 446-0969

Gates open: 6:30 pm
Races start 8:00 pm
(714) 884-4092

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WILLOW
SPRINGS
JUNE 6

Open Practice JUNE 5

Race will be run clockwise —
Regular Race Schedule

American Road Racing
Association
220 WEST CARRILLO STREET, #3
SANTA BARBARA, CALIF. 93101
(805) 966-5700

KEN MAELY
"The Shoe Man"
Ask the racer
that wears one

Steel Shoe $65.00
strap $1.50
super strap $2.50
T-shirt $7.00
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Sizes 6 to 13 D width
All Prices plus
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★ Banke Pipes ★
Motorcycle covers
Disc brakes, wheels,
Hubs, sprockets, & more
Also everything
for speedway
(714) 735-0540

MAELY ENTS., RT. 2. BOX 75B
8530 Bedford Mtr. Way, Corona, CA 91720

Trona Rd. All classes, fin. pins, and a quick look! Beg., Women Nov. go one loop. 9 a.m. start. Entry $14, info 213/428-6833 (Mike Harris).

SNRR ROAD RACES
Las Vegas, NV @ Las Vegas Speedrome, 1½ mi. E of Nellis Air Force Base on Las Vegas Blvd. N. Trophies, all classes, new riders school on March 27, all new riders must attend. Gate open at 6 a.m. Sat., school 9 a.m. Sun. gates open 8 a.m., race noon. Entry $20 Memb., $20 NRS. $15 1st ent., $10 add. ent. Info 702/384-2353 (Slim Stephens).

OREGON ANTIQUE CYCLE SHOW
Benton County Fairgrounds, Corvallis, OR. Concours judging for Antique, classic, modern classic classes. Open from noon to 4 p.m., public admission $2. Info O.V.M., P.O. Box 134, Cornelius, OR 97113. Call 503/752-4271 (Ken Clegg).

AFM WILLOW SPRINGS
Willow Springs Raceway, Rosamond, CA. Hwy. 5 N to Hwy. 14. N to Rosamond exit, lt 5 mi. to track. Stk. Prod., Mod. Prod., SupSTr., G.P., Sidecars, Sing., Twins. Troph. to 3rd + first Nov. ea. class. Gate 7:30 a.m., prac. 9, race 12:30 p.m. Entry $30, $15 ea. add. entry. American Federation Of Motorcyclists. 714/523-3892 (Harry Bresach).

D-36 HOLLISTER HILLS HARE SCRAMBLES
Hollister Hills OHV Park, Hollister, CA. All classes + Vets & OT. D-36 Card & Spk. Arr. req., no rider ins., unleashed dogs, pit riding. Am/Ex sign up 7:30-9 a.m., race 9:30. Nov. sign up 11 a.m.-12:30 p.m., race 1. Entry $16. AMA D-36/Santa Cruz Ridgerunners. Info 408/485-3619 (Paul Marino).

KANSAS SCRAMBLES
Dodge City Speedway, Dodge City, KS. At Wright part in downtown. Troph. for Sptsmn., 500 & Open get money. Memb. not req., out of state riders welcome, new track, no jumps, fast clay surface. Gate noon, prac. 12:30, race 1:30 p.m. Entry $10 money class, $6 Sptsmn. KMSA. Info 316/225-7041 (Ed Beckley).

POKER RUN
Browns Camp, Tillamookburn. W on Hwy. 6 towards Tillamook, OR. Toph & 60% Easy course approx. 20 mi., hard course approx. 40 mi. Family fun. Sign up 8 a.m., pit meeting at 10. Entry $5. Willamette Valley M.C. Info 503/642-2417 or 244-7812. (Boyd Wilson).

D-36 SACRAMENTO MX
Prairie City OHV Park, Sacramento, CA. All Dist. classes, 100% Pro p.b., bonus troph. to Sptsmn. Leave bicycles and dogs home. D-36 rules, no rider med. ins., parts in pits. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15, Pro $20, watch $5. Boss MX/D-36. Info 209/754-1288 (Fred Dion).

D-36 ROUGH SCRAMBLES
Laguna Seca Raceway, Monterey, CA. Hwy. 68 halfway between Salinas and Monterey. All D-36 classes + minis. No rider ins., concessions at track, O/N camping avail. Gate 8 a.m., prac. 10, race noon. Entry Semi-Pro $15, $11 p.b., all others $10, watch $4, kids $1. AMA D-36. Info 408/394-8225 (Bob Rosa).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classses. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

D-36 SEMI- PRO MX
E of Redding Mun. Airport. Take I-5 to Redding, right on U.S. 44, right on Airport Rd., left. Rancho, rt. Old Oregon Tr. Gates open 6:30 a.m. Prac. 7:30, race 9. Entry $15, Pro $15 + $5, watch $4. All classes + OT & Vet. Info Bob Fleming 916/221-3118 D-36 card, colors, #s, letters req. No rider ins., bicycles, pit riding.

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

TEXAS MOTOCROSS
Swan Motocross, Tyler TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn Lt. All classes, troph. to 5th, $1005 Ex. purse (15 rider min. per class), less than 15 riders — 100% p.b. Camping OK, split program, Nov. prac. 8:30 a.m., race 10, Ex. prac. approx. 1 p.m. Gate open all night —$5, entry $8, $20 Ex. Info 214/882-4215 (Bill Law).

AMA OREGON MX
McMinville, OR. 3 mi. S W of McMinville on Hwy. 18. All classes, 33% troph., 100% Pro p.b. AMA sanc. Gates open 7 a.m., prac. 8:15, race 10. Gate fee $2 7-11 yrs., $4 12 & older. Entry $10, $15 pro. Northwest M-X Enterprises. Info 503/472-2475 (Walter).

SANTA MARIA MOTOCROSS
Spillway Park, Santa Maria, CA. U.S. 101 to Santa Maria, take Broadway exit to Spillway. All classes + Vet & OTHG. Free camp, concessions. Sign up 7:30-9 a.m., Entry $10, $15 for Pros. 100% p.b. American Motocross Enterprises. Info 805/937-6171.

CMC HURON MOTOCROSS
Huron Cycle Park, Huron, CA. From L.A. — N on I-5 to 269 Huron exit; from Sac. — S on I-5 to 198 exit, signs to Huron & track. All classes inc. 3-wheelers/OT/Vets, 125% Pro p.b., 30% trophies, sweepstakes races, add'l. 3-ft. sweepstakes trophy to winner of ea. sweep. class. Concessions, Parts in the Pits, free O/N camping. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Pros $15, gate $4. Info 209/945-2664 (Rick Worth).

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. I-15 to Palm Av. exit 7 mi. N of San Bernardino. All classes inc. Vets, OT, 3-Whlr. Gate 7 a.m., prac. 8, race 9:30. Entry $10, $15 Pro. International Racing Assoc. Info 714/689-6114.

NEW MEXICO MOTOCROSS
Las Cruces, NM. 1/2 mi. S of Mesilla Dam, Las Cruces. All classes, trop. thru 3rd, $300 Ex. purse. Gate 8 a.m., prac. 9:30, race 11. Entry $10, Ex. $12. Flyin Ryan's Racing Enterprises. Info 505/526-2006.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

DE ANZA HAWAIIAN GET AWAY SERIES
Hwy. 60 to Theodore exit. DeAnza Cycle Park, Sunnymead, CA. All classes, round trip tickets to Hawaii for series high pointers in 125, 250 & Open classes + Disneyland ticket books to other classes. Memb. not req. Sign up 7:30 a.m., prac. 8:30, race 9:30. Entry $11, $14 Pro, Non-memb. + $2. Info 714/653-8068, 653-5840, 653-7979.

May 28

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

WYOMING SHORT TRACK
Big Country Speedway, Cheyenne, WY. I-80 to Central Ave. S, 4 mi. S to speedway. Classes: 80cc, 125 A & B, Open A & B. Contingency awards to Am. 100% to Ex. Run every Fri. thru July 9. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

May 29 & 30

D-37 LAST CHANCE ENDURO
Pits at Charlies Place, marked from 395 @ Trona Rd. 3 40mi. Loops ea. day. A, B, Women A start first. C, Women B & C riders ride 1st 2 loops ea. day. Fun Endo., 4 riders ea. min., keytime 7 a.m., AMA sanc., D-37 rules apply, D-37 cards req., IRRC will be there, Use D-37 entry form. CEA, 415 Brigita Ave., Valinda, CA 91744. Entry $30 3 loops both days, $28 2 loops. Sunday only $16, post add $2. Info 213/333-8594, 478-3306, 287-8157.

3RD ANNUAL COORS HIGH COUNTRY CLASSIC MOTOCROSS
Corvallis, MT. 40 mi. S of Missoula. May 29: 60, Mini B, 100, 250, Open, Vets & OT. May 30 Mini A, 3-Whr 200 & 250, 125, 250 & Open Pro. Pros $15,000 purse, A & B 6' troph. Hi-Point & MP contingencies, camp free. Gate 6 a.m., sign up 7, prac. 8. Entry $15, $25 post, Pros $30, $40 post. Bitteroot Motorcycle Club. Info 406/961-3331 (Greg Tice).

May 29

CHERRY CREEK MINI & THREE-WHEELER H&H
Delta, UT. All classes, troph., pins, free shirt. Minis 3 20 mi. loops. Nov. 2 loops, 50cc 1 loop. 3-Whl 1 loop 3-5 times. Mini race 10 a.m., 3-Whl. race 2:30 p.m. 50% troph for 3-Whl. Post entries before ea. race. $16 for Minis, $12 for 3-Whl. Send entries to: Sugarloafers M/C, P.O. Box 333, Delta, UT 84624. Info 801/864-2825 (Ron), 864-3905 (Mike).

MONTEREY D-36 SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Hwy. 1 take Casa Verde off ramp. All D-36 classes. No rider ins., 5 week Hi-Point Series. Gates open 5:30 p.m., race 8. Semi-Pro Entry $15, $11 p.b., others $10. AMA D-36. Info 408/394-8225 (Bob Rosa).

May 30

CMC HOLLISTER HILLS MOTOCROSS
Hollister Hills OHV Park, Hollister, CA. All classes + OT, Vets & 3-Whl. 30% troph., 100% Pro p.b. Gate 6 a.m., prac. 8, race 9. Gate fee $5, entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

OLD TIMERS INDIAN DUNES MX
Indian Dunes, Valencia, CA. Take I-5 to Hwy 126, track is on lt. All Old Timers MX Assoc. classes, 30% troph. Memb. open to 40 years and over. Gate 7 a.m., prac. 8, race 9. Entry $12. Old Timers MX Assoc. Info 714/968-8775 (Dick Frampton).

22ND ANNUAL CHERRY CREEK HARE & HOUND
Delta, UT. Entries close May 15. Post entries Sat. 5-7 p.m. & Sun. 7-9 a.m. All classes + women & Dinosaur. $1,100 purse + troph. & pins. All profits to the Phantom Duck. Utah riders SRA card req., others ride Ex. unless have current District card otherwise. Drawing for KDX 175. Riders meeting 9:30 a.m., Race 10. Pit racer, litterbugs disqual. Entry $21, $21 post, both $1 to Duck. Mail to Sugarloafers M/C, Box 333, Delta, UT 84624. Info 801/864-2825 (eve Ron), 864-3905 (days Mike).

BENEFIT ANTIQUE CAR AND MOTORCYCLE SHOW
Nordhoff High School, Ojai, CA. Maricopa Hwy., Ojai. Benefits Big Brothers/Big Sisters of Ventura County. Adm. $3, display $5.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd. off Hwy. 114 from Dallas, or take Hwy. 35 to 114 E. to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac. 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

DE ANZA HAWAIIAN GET AWAY SEREIS
Hwy. 60 to Theodore exit. DeAnza Cycle Park, Sunnymead, CA. All classes, round trip tickets to Hawaii for series high pointers in 125, 250 & Open classes + Disneyland ticket books to other classes. Memb. not req. Sign up 7:30 a.m., prac. 8:30, race 9:30. Entry $11, $14 Pro, Non-memb. + $2. Info 714/653-8068, 653-5840, 653-7979.

D-36 BENEFIT MOTOCROSS
E Street track, Marysville, CA. Under the E Street bridge. All Amateur classes, no Expert purse. Annual D-37 fund raiser. Gate opens 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $15 all classes. AMA D-36. Info 209/267-0312 (Charles Schafer).

OREGON ROAD RACE SCHOOL
Portland Intenational Raceway, Portland, OR. N on I-5, Delta Park exit. School starts 9 a.m., sign in 8 a.m. Entry $35. Oregon Motorcycle Road Racing Association. Info 503/289-6016 (Ken Neill).

CMC POWDERPUFF SPECIAL SAND HILL MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. NMA qualifier + special invitation to Girl racers. All classes + ATV & Ody. Gate 6 a.m., sign-in 7-8:15, race 9. Entry $14, Ex. $15 + $5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

TEXAS MOTOCROSS
Swan Motocross, Tyler TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn Lt. All classes, troph. to 5th, $1005 Ex. purse (15 rider min. per class), less than 15 riders — 100% p.b. Camping OK, split program, Nov. prac. 8:30 a.m., race 10, Ex. prac. approx. 1 p.m. Gate open all night —$5, entry $8, $20 Ex. Info 214/882-4215 (Bill Law).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All clases, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry $10, Ex. $15, admission $4, under 12 $2. Phoenix Supercross Raceway, Inc. 602/867-4769.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

May 31

CORONA MEMORIAL DAY GRAN PRIX
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. All classes + women, Vets & team. 100% fin. pins. 25% troph., 3 # plates & silencers req. 100% payback to Pros. Gate 6:30 a.m., Prac. 8, 1st race 9:15. 7th annual RACE GP. Entry $15, $22 post. Team $10 ea., $12 post. Mail to Corona Raceway, P.O. Box 388, Corona, CA 91720. Entries must be postmarked before May 27 or bring to Corona Rcwy office before May 29.

OREGON ROAD RACE
Portland International Raceway, Portland, OR. I-5 N to Delta Park exit. Prod., Cafe & GP classes, troph. to Prod & Cafe, 75% p.b. to GP. Most all race licenses OK. Gate 7 a.m., prac. 10. Entry troph. class $20 1st class, $15 2nd class, $12 3rd class. GP Entry $25. Oregon Motorcycle Road Racing Association. Info 503/289-6016 (Ken Neill).

CEA FAMILY OFF-ROAD POKER RUN
Charlies Place, Red Mountain, CA. Pits at Charlie's Place, marked from 395 @ Trona Rd. 1 loop, 30 mi. of fun and scenic terrain. Troph. for winning hands. Entry $5. Send 2 SASE to: California Enduro Association, 415 Brigita Av., Valinda, CA 91744.

OREGON HILLCLIMB
Brookings, OR. 7 mi. N of Brookings on Hwy. 101 N. All classes, 3 troph. per class, special event for cash. Sign up 8-11 a.m., climb @ noon. Entry $8 1st class, $12 for 2 classes, $16 for 3. Pioneer Sportcycle Club. Info 503/469-3977 (Michelle).

June 4

INTERSHOWS INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. Open 6-10 p.m. Bikes, parts & accessories. 10x10 space $15, 10x15 & prime space $25. Intershows, P.O. Box 2910, Mission Viejo, CA 92690. Info 714/498-9226.

June 5 & 6

NMA SUMMER NATIONALS
Swan MX Raceway, Tyler, TX. Exit 69-S from I-20, 2 mi. to CR 471 turn right. All NMA classes thru age 21. 100% Pro p.b. + troph. Gate open all night. Prac. 7 a.m. Gate $5 ea. day. Entry $15, post $25, Pro entry $20, post $30. Camping $2, electric $5. For entry forms Bob Holley 713/849-0937. Info Bill Law 214/882-4215.

June 5

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prac. 7, race 8. Entry $10. Pros $17 ($15 p.b.). Info 213/881-5778.

MONTEREY D-36 SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Hwy. 1 take Casa Verde off ramp. All D-36 classes. No rider ins., 5 week Hi-Point Series. Gates open 5:30 p.m., race 8. Semi-Pro Entry $15, $11 p.b., others $10. AMA D-36. Info 408/394-8225 (Bob Rosa).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates ope 5 p.m., prac. 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

June 6

BEST DIRT IN THE DESERT HARE SCRAMBLERS
Edwards AFB, CA. Marked from Rosamond, Hwy. 58 and 120th St. (E of Lancanster) D-37 type event, troph. same day, all classes, no O/N camp., helmet law strictly enforced, 2X40 mi. loops. 0-100cc go one loop. 10 a.m. start, entry $10. Los Coyotes/Desert Wheels/NASA Spokesmen. Info 805/942-8795 (Jim Wilson).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-36 SAND FLEA GRAN PRIX
Hwy. 299, Lord Ellis Summit, Blue Lake, CA. From Arcata take 299 E to Lord Ellis Summit, turn into Simpson Timber Company property. Signs at Summit. All classes + Vet, OT & 3-Whl. Troph., fin. pins, decals. D-37 cross country card req. 1st sign up at 7 a.m., 1st race 10:30. Entry $15, watch $1. Send entry to: Far West M.C., 2637 Spring St., Eureka, CA 95501. Info 707/443-4090 (Eve.), 822-3654, 725-9379.

BLYTHE MOTOCROSS
Blythe Raceway, Blythe, CA. I-10 to Lovekin exit, N 5 mi. over RR track. Gate 6:30, all classes, troph for Sptmn, 100% Pro p.b. Entry $10, $15 post, Ex. $14. (Set on separate line) Arizona Series, NMA. Info 602/795-2238.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 moots & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

OT CARLSBAD MX
Carlsbad Raceway, Carlsbad, CA. All Old Timers MX Assoc. Classes. 30% troph., memb. open to 40+ years. Gate 7 a.m., prac. 8, race 9. Entry $12. Old Timers MX Assoc. Info 714/968-8775 (Dick), 496-8779 (Dennis).

ANTIQUE MOTORBIKE SHOW & SWAP MEET
19082 Crytal Ave., Huntington Beach, CA. Fifth ANnual Whizzer show. 7 a.m.-2 p.m. Free parking, watch free. Swap space $20, $25 post. Whizzer Club of America. Info 714/642-9762 (Sterling Pope).

RUTH COMMUNITY MOTOCROSS
Ruth Motocross, Ruth Lake, CA. Off Hwy, 101 at Alton, up Hwy. 36 turn Rt. at Ruth Lake Turn off 9 mi. past the Dam on the Rt. From Redding area —Hwy 36 W through Forest Glen to Ruth Lake turnoff, turn Lt. All classes, 33% troph., 100% Pro p.b. Call for rules and regs. Gate 6 a.m., tech & sign up 6:30, prac. 7:45, rdr. meet. 8:45, race 9. Entry $13, $20 Pro. Watch $3, kids $2, child free. People For Sunday Fun. Info 707/574-6524, 764-3034.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

BLYTHE MOTOCROSS
Blythe Raceway, Blythe, CA. I-10 to Lovekin exit, N 5 mi. over RR track. Gate 6:30, all classes, troph for Sptmn, 100% Pro p.b. Entry $10, $15 post, Ex. $14. (Set on separate line) Arizona Series, NMA. Info 602/795-2238.

D-36 MOTOCROSS
Redding Municipal Airport, Redding, CA. I-5 to town, E on U.S 44, rt. on Airport Rd., left on Rancho, rt. on Old Oregon Track Rd. All classes. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5, watch $4. Moto One, Inc. Info 916/221-3118, 243-4500 (Bud Fleming).

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

June 9

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

June 11

FRIDAY NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Damino Diablo & Vasco Rd. 0-200, 250 & Open classes. 250cc run 7-8 p.m., 0-200 8-9 p.m. Open 9-10. Gate 5 p.m., sign in 6, race 7. Entry $14, Ex $15 + $5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

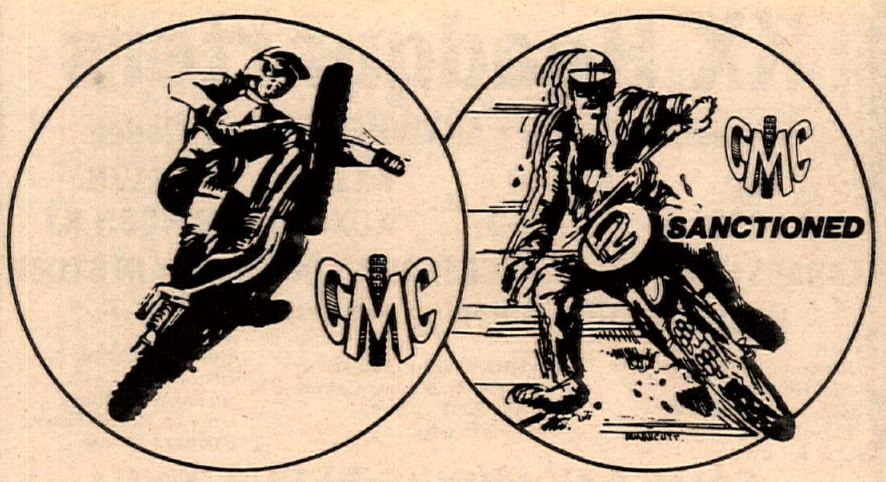
June 12, 13

DUAL EUROPEAN SCRAMBLES
Camp Rock Rd., Lucerne, CA. Limed from "Y" cafe. All classes, 10% troph., AMA D-37 dual points. Ride 60 min. ea. day. All classes run both days + 3-Whlr. on Sat. 1st race 9 a.m. Sat., 8 a.m., Sun. Desert Vipers M/C. Entry $14. Info 714/735-3771 (Bob Jones).

June 13

D-36 LITTLE POLECAT ENDURO
Twain Harte, CA — near Sonora, CA. Golden State Enduro Champion-

WEEKLY DIRT TRACK PRO PAYBACK



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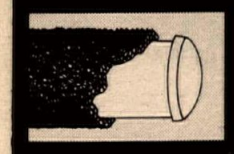
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CRC OUTLAW GRAN PRIX
Arroyo Cycle Park, San Bernardino, CA. Take Palm Ave. exit 7 mi. N of San Bernardino on Hwy. 15E. All classes + Vets, Sr. & atv. 20% troph., fin. pins. CRC memb. req. CRC GP points. Cash to Pros. Entry $16, $20 post. Info 714/689-6114.

CRC TENDERFOOT FAMILY ENDURO, RAND
Rand Mountain, CA. 2 loops, 7 a.m. start, Minis, Women & C-16 go 1 loop, all others 2 loops. 35 mi. loops. 20% troph., fin. pins, CRC pts. Entry $17, $20 post, non-memb + $4. California Racing Club. Info 714/689-6114.

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $4. Info 817/427-4771.

SANDPOINT MOTOCROSS
Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch $2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

May 23

COLORADO STREET POKER RUN
Memorial Park, Colorado Springs, Colo. Troph. + $1400 in merchandise prizes. Mountain scenery, fin. pins., 200 mi. Benefit for Colorado school for deaf and blind. Sign up 8:30 a.m., awards 5 p.m. Entry $6 first hand, $3 2nd hand. Pikes Peak Cafe Riders Club. Info 303/687-6463 (Wes), 633-5293 (Len).

May 28-30

SPRINGTIME IN RED RIVER RALLY & TOUR
Red River, NM. Games, trout fry, fun events, awards, banquet, 88-mi. escorted tour & poker run. Pre-reg. fee (deadline 5/15) $25, 15 & under $10, late reg. $30/$15. Lester E. Lewis, P.O. Box 216, Red River, NM 87558. 505/754-2412, 2361 (after 7 p.m.).

May 28-31

TEXAS 1000 ROAD RUN
Frank's Lake View Inn, Lake Belton, TX. Sign in 6 p.m. Contact the Wichita Falls Road Runners Motorcycle Assoc., P.O. Box 553, Wichita Falls, TX 76307.

May 29-31

6TH U.S. MOTORCYCLE JAMBOREE
Ventura County Fairgrounds, Ventura, CA. Camping, displays, seminars, movies, dress comp., live music. Mail entry closes May 22, Adults $15, under 16 $6, under 6 free. SCMA disc. $1, Mail in disc. $2. For info write: U.S. Motorcycle Jamboree, P.O. Box 338, Rialto, CA 92376 or call 213/834-6330, 714/971-1615, 805/968-8159. Hotel and Motel info 805/968-2875.

June 9-11

CARIBOU TRAILS ROAD RALLY
Port Moody, British Columbia. Road event w/pinned run, field meet, M/C judging, troph., dancing, camp., mileage guess, etc. 52nd Annual, Canada's largest. Entry $22.50 rider, $35 rid. + pass., $2 per night camp. Greater Vancouver M/C, 52nd Caribou Trails Road Rally, P.O. Box 82312-474 McDonald St., Burnaby, B.C., Canada V5C 5P8. Info 604/465-5502 (Gord or Melanie).

June 18-20

FOUR CORNERS RALLY
Hermosa Meadows Camper Park, Durango, CO. 7 mi. N of town. Sponsored by United States Norton Owners Assoc. Group ride over Million Dollar Hwy., tech sess. with Brian Slark, field events, door prizes, Award banquet w/ C&W food and entertainment. facil., campsites next to Animas riv., camp store & laundry, toilets & showers. Singles $25, couples $35, child over 8 $10, under $7. Send check or MO to: Lyle Schall, 7623 N. 13th St., Phoenix, AZ 85020. Info 602/861-2320.

July 24 & 25

ROAD JAMMERS NORTH CROSS RALLEY
Winthrop, WA. Poker run, pins, bars, troph., dance, free beer to over 21, Harley leathers given away, free camping. Entry $15, save $5 if registered before July 1st. contact Road Jammers M/C, 3000 E. Sunset Dr., Bellingham, WA 98226. Ph. 206/734-4456.

July 31

D-20 MIDNIGHT MOONLIGHT MADNESS NIGHT, LIME, POKER RUN
D/FW Honda, Bedford, TX. Starts at D/FW Honda, 1839 Airport Fwy., Bedford, TX. Ends Will Rogers Complex, Ft. Worth. Good prizes inc. Honda Express, run pins to first 1000 if entered by 7/15/82. Sign in 8 p.m., 1st out 11 p.m. Entry $8.50, $9.50 post. Mail entry to CCFW, P.O. Box 7220, Ft. Worth, TX. 76111. Info 817/281-8628 (Richard), 589-2388 (Newell).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

_____

_____

Sponsoring club/promoter/sanction: _____

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Additional info: _____

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Gate/practice/race times: _____

Entry fees: _____

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Honda Only
Experienced mechanic needed with own tools. Work in clean shop with full benefits. KOLBE CYCLE, 22123 Ventura Blvd., Woodland Hills, CA. (213) 348-7865. (218/21)

Sales/Parts/Service/Clerical
We desperately need more top notch qualified people to meet our rapidly growing Yamaha retail market. Fastest growing Yamaha dealership in Orange County. Top pay, and all company benefits. FULLERTON YAMAHA, 1835 W. Commonwealth, Fullerton, CA 92633. (714) 8209720 or (213) 723-1229. (218/19)

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Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

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Immediate opening for qualified person with 4-5 years experience. Must be aggressive and clean cut. Guaranteed salary plus commission. Year round employment. BURBANK KAWASAKI, (213) 848-6630. (219/20)

Rocky Sales Reps Needed
For IA, NE, SD, KS, MO, Southern IL. Send resume to ROCKY CYCLE EAST, P.O. Box 3, Bridgeport, NJ 08014. (219/20)

Accessory Order Clerk
Involves daily telephone contact with dealers throughout USA, by receiving and processing orders for accessory dept., advising them of specials, new products, availability of products, as well as assisting them in other areas of problem solving in order to maintain high service level. Also responsible for maintaining records & files. We offer a competitive salary, a pleasant working environment and competitive benefit package including dental. Call Joyce Williamson for details. KAWASAKI MOTOR CORP., 2009 E. Edinger Ave., Santa Ana, CA 92771. (714) 835-7000. (219)

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East edition, Atlanta based, sales, telephone and media experience helpful. Motorcycle industry knowledge a definite plus! Fast pace, excellent compensation package. Send resume and letter selling me on you, to: Skip Johnson, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801. (519/22)

Honda mechanic wanted
Minimum 4 yr. Honda shop exp. Good pay, bonus, insurance. Call C. Fillmer (415) 968-8743. Honda Peninsula, Sunnyvale, CA. (116/19)

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Immediate opening for qualified Honda motorcycle and/or power products mechanic. Mon.-Fri., good pay, steady position with one of the largest. Call Bill Swan, (209) 435-5000 or 435-5011. (218/19)

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Must have experience & own tools. Great pay, with full company benefits. Contact Bob, SOUTH BAY SUZUKI (408) 227-2451. San Jose. (218/19)

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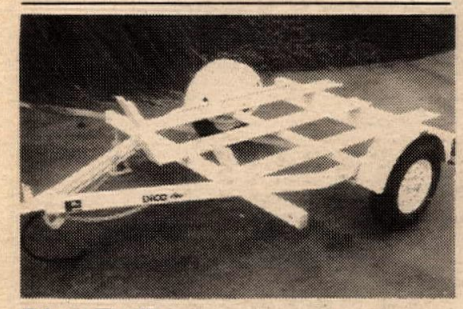

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Front; Terry kit and Yamaha springs. Rear; Works Perf. valving kit and reservoir, with "250 soft" Unispring. 33 mpg, scared senior going for milder bike. First $1000. (213) 246-1990. (118/19)

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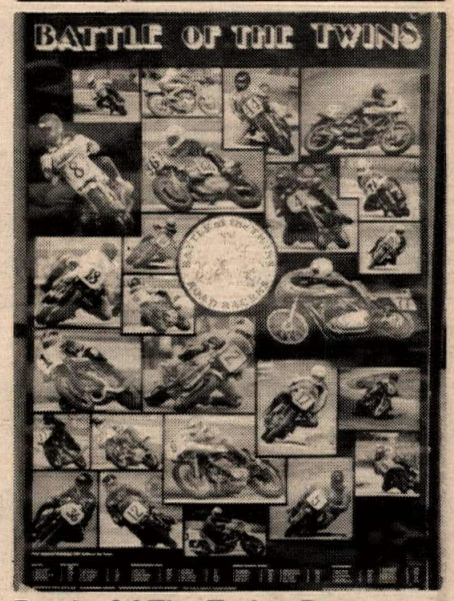

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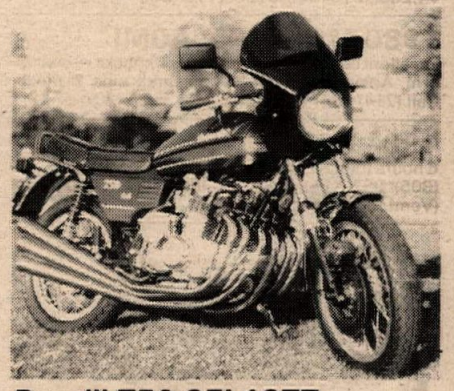

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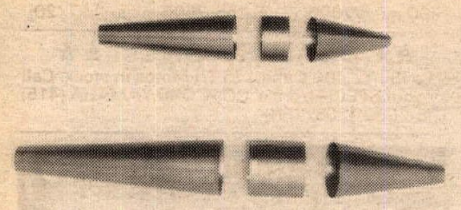

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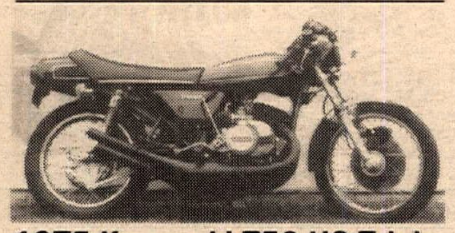

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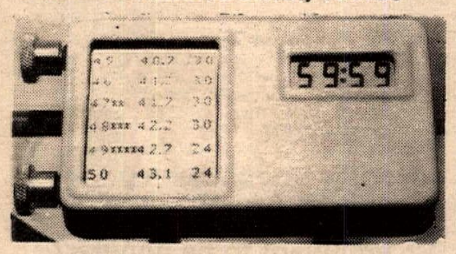

TIMER ONLY, $89. Send $2.00 for 1982 Enduro catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (TFN)

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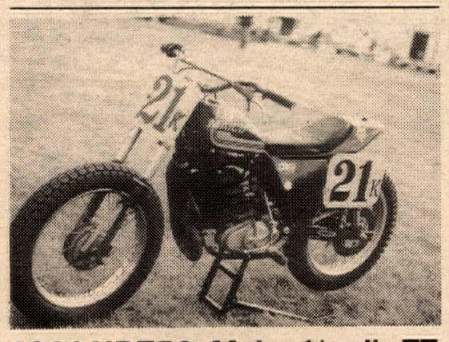

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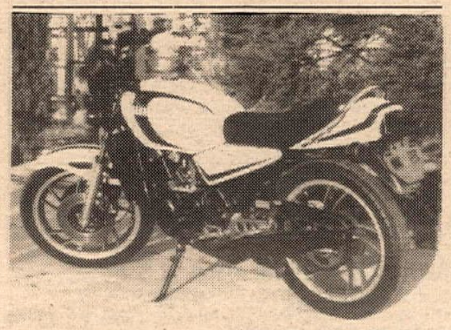

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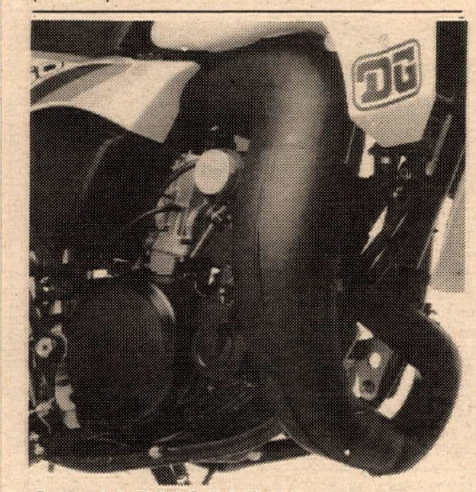

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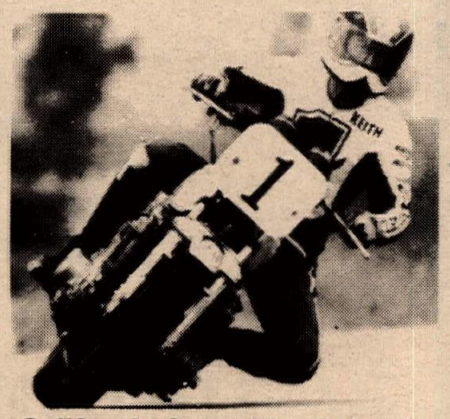

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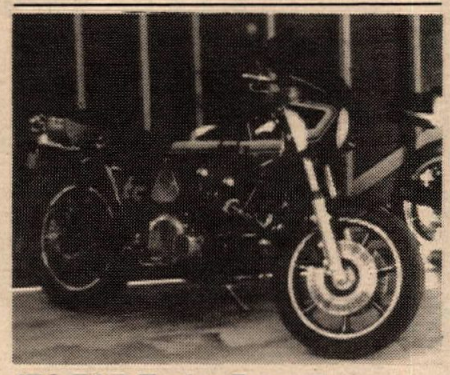
'82 RM 250 Suzuki
$1495. (213) 420-1539 eves. (119/20)



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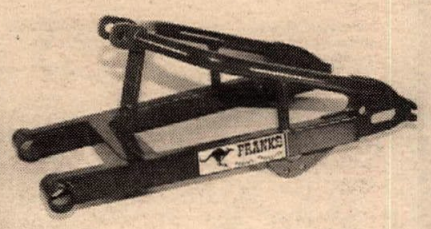
Call CONCORD YAMAHA (415) 798-2580. (217/TFN)



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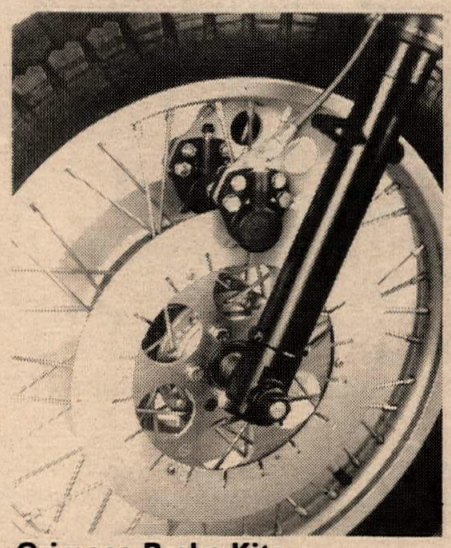

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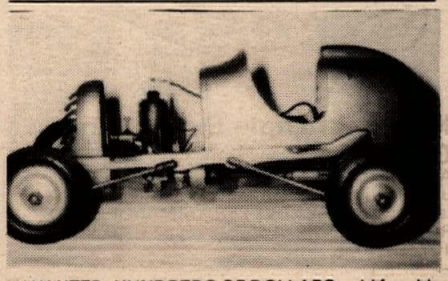

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1978 R100S lightened flywheel, dual plug, Dyna III, Andrews coils, Dykes rings, 2-1 exhaust, Mikunis, oil cooler, swingarm/frame braced, S&W's, new frame & paint. Perfect condition. Stock and spare parts w/second tank. $3800.00/trade. (714) 831-6768. (419)

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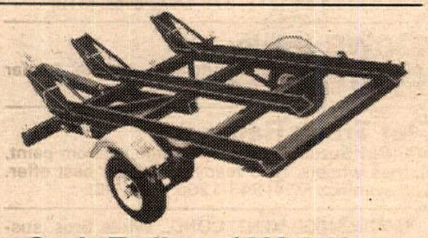
Yamaha 750 & 920 V-Twins 40mm carbs with fuel pumps, cables, manifolds, & stacks. Original air filter system can be used. For details, contact MALOSSI USA, 751 12th t., Gretna, LA 70053. (504) 366-3021 V.J. (117)



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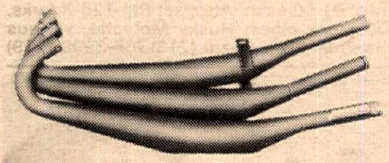

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Available for all Kawasaki triples. Muffled street, unmuffled race or muffled & unmuffled kits. Contact WIRGES CREATIVE PERFORMANCE, Box 408, Rt. 2, Princeton, IL 61356. (815) 875-3354. 107/10E)

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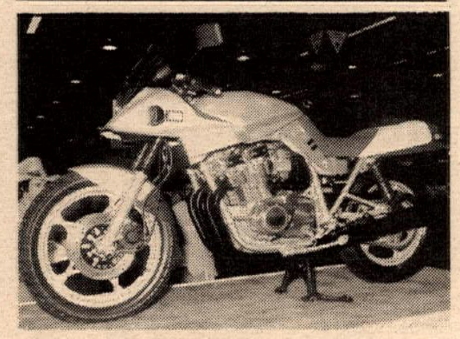

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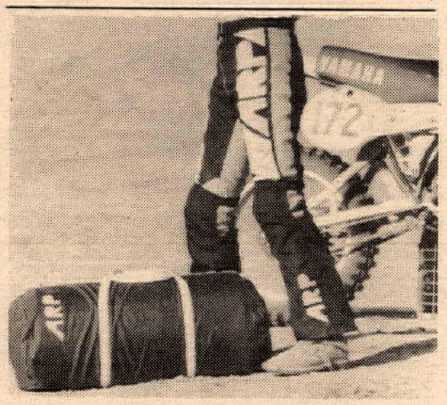

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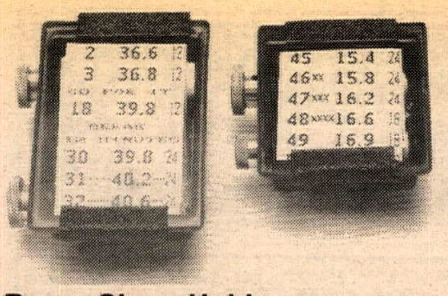

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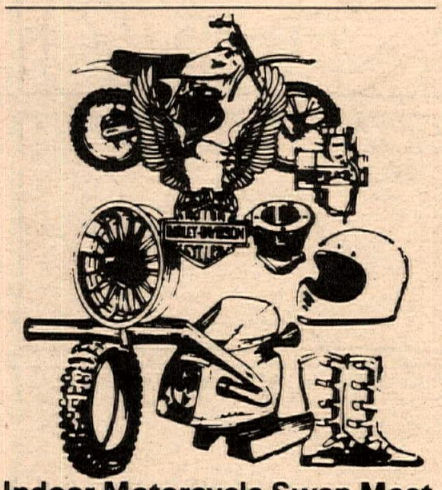

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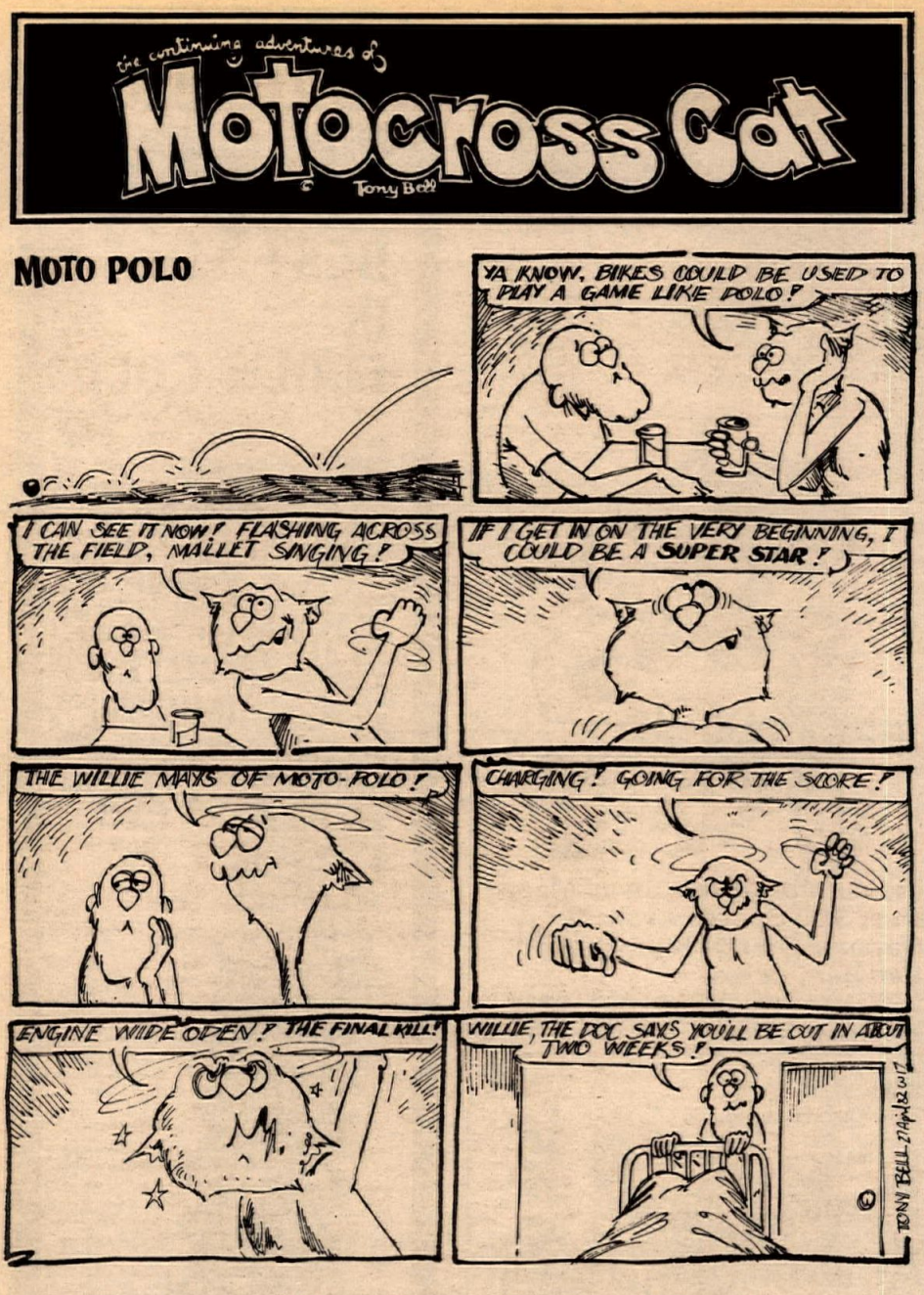

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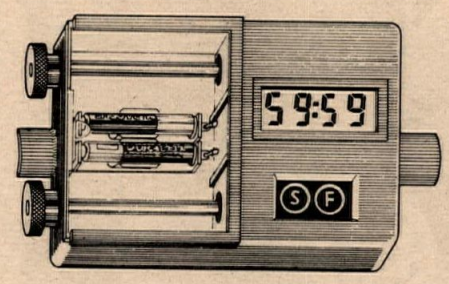

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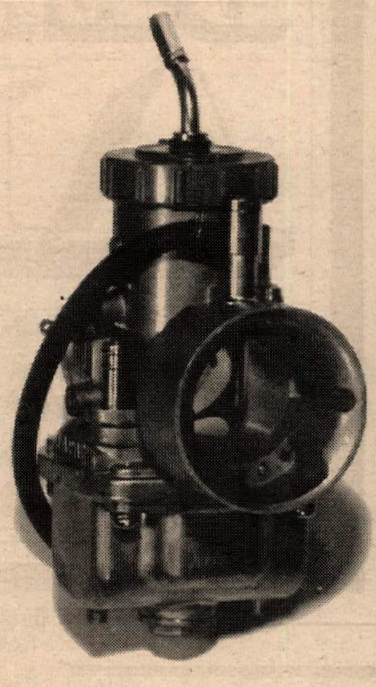

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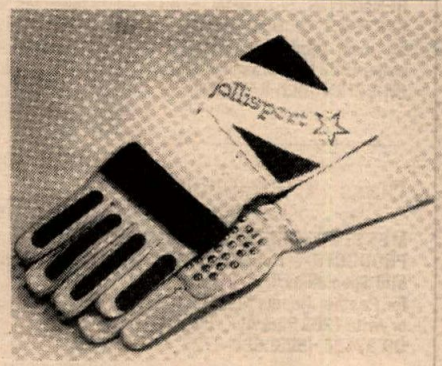

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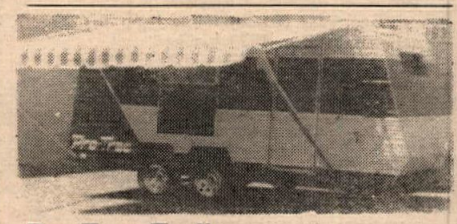

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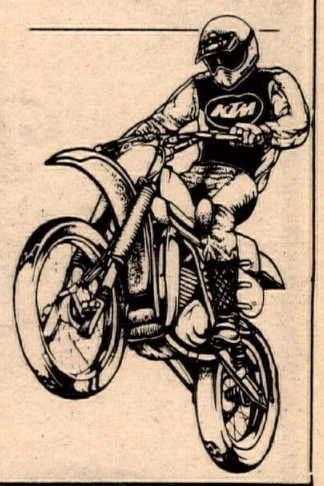
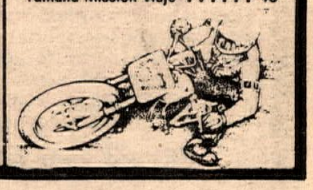


ADVERTISER INDEX

AFM	39	Lakewood Honda	29
AME	40	Long Beach Yam-Kaw	31
A-Trak	41	Ken Maely Ent	38
J.C. Agajanian	39	Mammoth M.C.	3
American Road Racing Assoc	38	Maxima	40
Arai Helmets	27	Monarch Products	34
Arroyo Cycle Park	37	Moto-X Fox	29
BMW of North America	13	Moto Race	45
B.T.S Racing Lubricants	44	M/C Tire Corp	29
Baja Products	23	Dave Mungenast's Dirt Bike HQ	34
Berm Shot Dist	35	Nat'l. Hydron	21
Best Fabrication	40	National Motorsport Assn	36
Burbank Yamaha	44	Neotech Intl	40
CRC	37	Norris Cycle Products	31
Cal Mart Plating	27	Northwest MX	36
Can-Am	23	Olson Travel World	44
Canoga Park Husqvarna	40	Jim O'Neal Dist	31
Canoga Park Suzuki	29	Othman Dist	35
Champagne Travel Agency	21	Performance Cycle	39
Champion Kawasaki	40	Perris Raceway	40
Corona Raceway	37	Richter Industries	40
Curnutt Shocks	45	Rincon Kawasaki	40
Cycle City	41	Rocky & Guenter	29
Cycle News Products	21	Saddleback Park	37
Cycle News Sub. Info	43	Sierra M/C Products	34
Cycle News Sweepstakes	48	Simi Valley Cycles	40
Daido Corp	19	Malcolm Smith M.C.	45
Del Amo Suzuki	35	Stadium Motorsports	19
Dirt Diggers M.C.	36	Stop & Go International	27
Don's Tire & Cycle	38	Gary Surdyke Yamaha	31
Dunlop Tires	3,17	T & D Husqvarna	38
Fullerton Yamaha	34	T & D Yamaha	35
Gran Prix MX	17	Track N' Travel	40
H & H Gasoline	25	Tu Gee Ent	27
Hallman Racing	39	U.S. Suzuki Motor Corp	5,11,15
Hi Point	29	Western Cycle Supply	35
Honda West	27	Western Scooter Distributor	41
Indian Dunes	36	Yamaha Int'l	35
Inland Motor Speedway	38	Yamaha Mission Viejo	40
International Motorsports	39		
International Speedway	40		
Jones Goggles	31		
KTM America	40		
KV Products	34		
Kawasaki Motors	34		
Bill Krause Sportcycles	39		
Ed Kretz & Son	31		



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Tracy Greiger)." AFM Pro could not be reached for comment at presstime.

Honda is looking for MX titles in '82, and they're ready to back it up with dollars. In addition to the $100,000 bonus for the Supercross title, Honda team riders can look forward to an $80,000 bonus for a title in any of the three National MX classes.

The general public can't buy one, but a Honda RC250AF works Supercross bike is worth approximately $40,000.

Three-time National MX champ Marty Smith is planning to come out of retirement and ride for Cagiva, an Italian company, in the remaining 125cc National MX rounds. "Cagiva called me up and asked what it would take to get me out of retirement," said Smith. "I shot them a pretty high figure and they said that would be fine—we're talking lots of money. I'm just waiting for everything to come together and for the bikes to be imported."

Italjet's Dwaine Walters departed for Europe on May 10 to compete in the Italian, French and German rounds of the World Championship Observed Trials Series. Dwaine's trip is being paid for by the American Trials Association (ATA) in recognition of his winning the 1981 National Championship. Walters, who competes aboard an Italjet 350T, is leading the '82 ATA point standings.

Former *Cycle News* editor Tod Rafferty is assembling material for a catalog of moto-art to be published this fall. Interested photographers and illustrators may submit samples, color and/or black and white, until June 30. High standard, excellent reproduction quality material is required. Send material and a SASE to: Paradox Press, Box H, Santa Margarita, CA 93453, or call 805/438-5348 for more info.

Team Maico, backed entirely now by Dick France of Fairmont, IL, will be helping to raise money for U.S. riders going to the ISDE in Czechoslovakia in September. Towards that end, they'll be selling Steve Booth's book *Diggin' Dirt* at all ISDE Qualifiers. All profits from the books that Team Maico sells, as well as receipts from sale of the official 1982 AMA ISDE Support patches and decals designed by Dick's wife Joyce, will go to offsetting the high cost of sending riders to the ISDE.

California speedway fans can get still more use out of their Class 4 motorcycle drivers licenses. After using it to get $1 off the admission on the May 7 Costa Mesa speedway races and accompanying Inter-Shows swap meet, take that license with you and truck out — oops, make that ride out — to San Bernardino on May 26. It will be *Cycle News* Class 4 night at Inland Motor Speedway, and you again get $1 off admission to the races with your Class 4 license. In addition, the gang from *CN* will be there to help you sign up for a chance to win either a 1982 Suzuki RM250Z or a 1982 Kawasaki GPz750 in the *Cycle News* Rideaway Sweepstakes. We'll be there at 6 p.m., and racing gets underway at 8.

Maico's Rich Schuenemann broke his arm at the Dunestown GP. Get well cards should go to Maico, 110 Santa Anita Dr., Burbank, CA 91502. Get well quick, Rich! •

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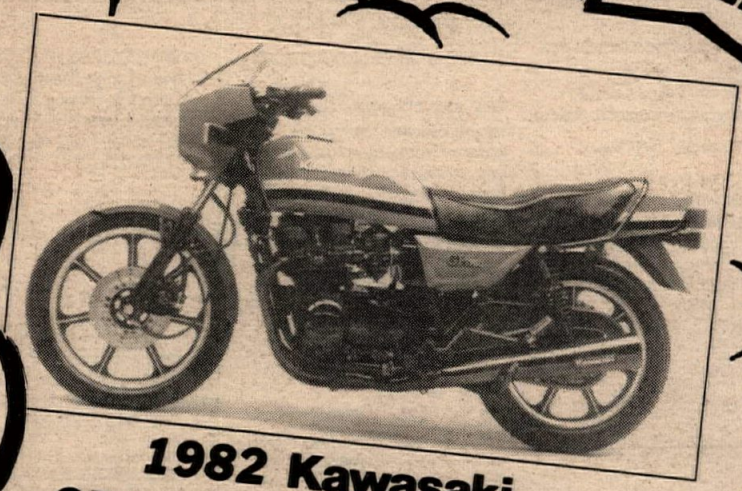

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(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084-0805.
(404) 934-7850.

Cycle News/West (UPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801-0498. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.

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ON THE FRONT PAGE: Terry Vance has been rolling along well on both his Top Fueler and his Pro Stocker, going undefeated in two races on each. Photo by Gary Van Voorhis.

INSIDE

MOTOCROSS: Hansen, Howerton share Southwick glory 6
Jobe jams at Belgian 250cc GP 12
ENDURO: Cunningham tops Fool's Gold National tie-breaker .. 10
ROAD RACE: Bryant/Greiger grab Budweiser limelight 14
DRAG RACE: Vance victorious at Southern Nat'l 16
SPEEDWAY: U.S. and England tied in test series 18
SPEEDWAY WEEK: Cook comes home 20
DESERT HOTLINE: D-38 go fasters 22
WESTERN HOTLINE: Lone Star figure shines at Riverside 22
NORTHERN DATELINE: Anderson doubles at Gold Cup 29
CENTRAL PIPELINE: Davis does it at Pine Ridge 33
RESULTS: AMA Nat'l. Enduro & One-Day standings 34
CALENDAR: Date maker, place taker 36
WANT ADS: They're cheaper by the dozen 41

VOICES

The Duck triumphs and heads north

The Duck fund raiser, supported with products donated by Barnett Engineering, Kal-Gard Coating and Lubricants, Triumph International Owners Club, Triumph Motorcycles America, Inc., and Yamaha Motor Corporation, U.S.A., was a huge success. The raffle for these products netted the Duck $288. John Calicchio of J.R.C. Engineering also gave the Duck $30 in exchange for a Triumph jacket handed to him by Wayne Moulton, President of Triumph Motorcycles America, Inc. Those of us who have gotten to meet the Duck, Mr. Louis McKey, have been impressed with him and his efforts.

The biggest fund raiser is yet to come. This will be at Cherry Creek, Utah on May 29 and 30 when the Sugarloafers M.C. run the 22nd annual Cherry Creek Hare and Hound, 30 miles north of Delta, UT. If you read the May 5 issue of *Cycle News* with the original announcement, this may not be news.

Two other overall winners will be on hand to renew old friendships. One is Max Switzer who was the 1971 overall winner and the rider who has been dominating the 30 and over class. The other is six times overall winner Al Rogers, "King of the Dinosaur Riders." Al, known to the desert fraternity as Algie, last won overall in 1969 and then took up a successful career racing cars in off-road race. In 1976 he returned to Cherry Creek and "godfathered" the Dinosaur class with the encouragement from his close friend Larry Chedister, the Friendly Rocky Man in Utah.

Because each entry will fatten the Duck's Legal Defense Fund by $1, a group of vintage four-stroke riders has entered the Dinosaur class but plans on riding the first and second loops together as trail riders after the start. If you have an interest in joining us, call Pat Owens at 213/746-0800, extension 212. Already this group is driving to Utah with the Duck, leaving Friday afternoon, May 28. If you are not from the SoCal area, meet us at Cherry Creek for a fun-filled weekend.

If the trip to Utah is beyond your finances then circle the 4th, 5th and 6th of September, Labor Day weekend. A Duck fund raiser will again be held off of the Trona Road near Red Mountain. For years those of us who enjoy the desert have been using this area. Thanks to the Duck and the AMA a lot of this area is still open for legal riding.

Because this is an election year and both the Duck and the AMA are making progress in our behalf, it is time that we, as the "silent majority," get involved. Many are ready to stand up and be counted. One is Clyde Earl who supplied the 1964 California State Hare and Hound film shown at the first Duck fund raiser of 1982. Clyde will be on hand Labor Day weekend to show some vintage films of Catalina and other famous events. Others who will make an appearance are Walt Fulton, Sr., 1955 overall Catalina winner; Tom Cates, former Sales Manager for BSA; and Bob Tryon, who was the BSA Service Manager.

We hope you can make both Cherry Creek and the Labor Day Duck fund raiser. Demonstrate that desert users are not abusers. Take the advice of *Cycle News* and write to your elected officials on political issues. Better yet, vote in June and November and elect those who have our best interests in mind. I am sure that if organized to our full potential, we can outvote and out-lobby any special interest group in California or in the nation. When writing to officials, make known that the desert and motorcycling is recreation for the entire family. Mostly, let them know you are a registered voter and you are monitoring their performance.

PAT OWENS
Temple City, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

The 500cc MX World Championship Series moved to Payerne, Switzerland, and it was Husky's buck Finn, **Hiekki Mikkola,** taking the overall win. Suzuki works rider **Roger DeCoster** finished second and took over the points lead. Americans **Mark Blackwell, Bob Grossi** and **Bryan Kenny** all finished the race, although they did not score any GP points.

Riders had to endure a blisteringly hot day to compete in an AMA Pro motocross at Sacramento's Cal-Expo Fairgrounds. In the 250cc class, Husqvarna-mounted **Gunnar Lindstrom** was the overall winner, topping **Peter Lamppu** (Mon) and **Jim Hicks** (Mai). The Open class fell to **Brad Lackey's** monster 490 Kawasaki prototype, with **Rob Norgaard** and **Jim Cooke** finishing 2-3.

Colorado motocrosser **Bruce Sass** left Sand Hills Motocross Track as a double winner, having taken both the 125 and 250cc A classes. In the 125s, the runner-up was his brother **Eugene.**

Goose Hollow, OR, was the scene of a motocross race, and the day's big winner was from Washington. That was **Jim Pomeroy** (Bul) who won the 250cc Expert class and finished fourth in the Open Experts after a flat tire.

David Aldana kept his Norton out in front to win the Ascot half mile Expert main event for the third week in a row. **Mert Lawwill** (H-D) came from behind to finish second over **Frank Gillespie** (Tri). **Larry Gino** (Tri) was first Junior on the night, and **Rick Hocking** occupied a similar position in the Novice ranks.

Speedway action at the Ventura Fairgrounds saw **Mike Curoso** hold off **Rick Woods** and **Billy Gray** to win the Handicap main event. It wasn't an all bad night for Woods, though, as he came back to take the Scratch main.

Jeff Davidson won the 250 and 500cc classes as the short track season opened at Hayward Speedway. **Bruce Hanlon** won the 250cc Junior class in the same event.

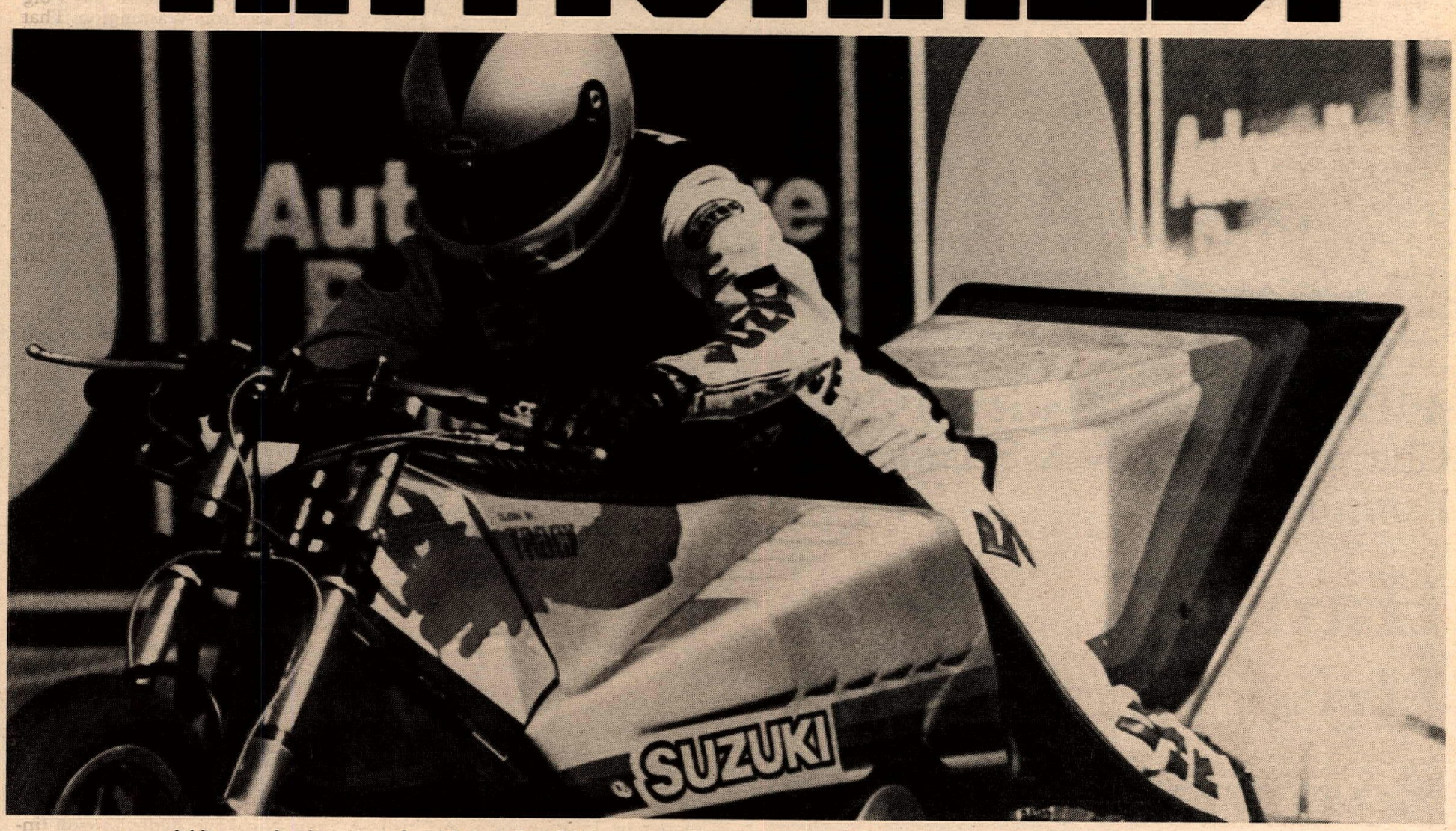
J.N. Roberts (Hus) was the Open Amateur/Expert winner at a D-37 European Scrambles. **Jim Fishback** (CZ) did likewise in the 250cc ranks, and Division II and Trailbike wins went to **Tom Brooks** and **Mitch Mayes,** respectively.

CZ-mounted **Tommy Denning** won a pair of classes in a scrambles held at Sweeney, TX.

Doug Nicol and **Eddie Lawson** finished 1-2 in the 50cc class in the Powder Puff Association's annual Mother's Day TT scrambles. Expert winners included **Ricky Minler, Scott Smith, Charlie Soderstrom, Doug Mason** and **Walt Foster.**

Future speedway star **Mike Faria** won the 100cc Novice class at a scrambles meet in Vallejo. **Larry Drew** was the big winner of the day, taking the 250 and 500cc Expert classes. •

SUZUKI BURNS UP THE SOUTHERN NATIONALS.



Adding another hot win to Suzuki's long list of drag victories, Pro Stock/Top Fuel record holder Terry Vance won the Top Fuel Class at the Southern Nationals in Atlanta, Georgia.

After having set a new record in the Top Fuel Class just two weeks before, Vance turned in a blazing 7.31 second, 194 mph run aboard his mighty Suzuki GS-1100-powered Fueler. Which means Suzuki is still undefeated in Pro Stock and Top Fuel racing this season.

With a track record like that, it's no wonder the competition is getting a bit hot under the collar.

SUZUKI®

THE WINNING RIDE.

Donnie Hansen copped the 250cc overall with a 2-1 day. He led all but one and a half laps.

AMA 250/500cc National Championship MX Series: Rounds 5/1

Hansen, Howerton handle Southwick sand

By Tom Mueller
Photos by Richard DeLibertis and Mueller

SOUTHWICK, MA, MAY 16

Honda's Donnie Hansen and Suzuki's Kent Howerton earned overall honors in the 250 and 500cc classes, respectively, when National MX racing went off at Motocross 338's facility.

Hansen used a 2-1 score for his placing and led all day, except for a lap and a half in moto one when he fell. Howerton went 1-2 and disspelled rumors that he was washed up after suffering a hand and wrist injury late last year. Howerton is returning to the 500cc class after a four year absence. He took the 500cc title in 1976.

Second overall in the 250cc ranks went to Yamaha Pro support rider Rick Johnson, who now heads the 250cc point standings after former points leader Broc Glover DNF moto two. 1980 500cc National Champion Chuck Sun piloted his works Honda to second overall in the 500cc class.

The event produced four different winners. The first 250cc motos was topped by Johnson, on a modified production bike, with the second 250cc moto falling to Hansen. The first 500cc moto went to Howerton, while the final 500cc moto belonged to New England rider Jo Jo Keller. Keller took his production based Honda CR480R to victory, spurred on by the partisan crowd.

With the 500cc opener one expects to see new exotic big bore machinery, but not so in '82. Works bikes look quite similar to their production counterparts, with simplicity the biggest factor. Most of the talk in the pits centered around who had been training the hardest instead of who was on the best machinery, as in previous years. Some riders, such as Sun, had been testing their bikes for weeks. Kawasaki's Goat Breker hadn't even seen his KX500SR before practice on race day.

This year marked the seventh running of National Championship MX racing at Motocross 338, a track operated by a motorcycle club affiliated with an American Legion Post. Once again an efficient program went off like clockwork under thd direction of AMA referee Rick Titone and crew. Southwick offers soft, powdery sand on an open, sweeping course. Bleachers on the high section of the track allow spectators a good view of the facility. Seventy-three 250cc riders, 99 500cc riders and an estimated 5,000 spectators attended the race.

250cc National

"It's like someone told me I could ride in a sugar bowl," said Honda's David Bailey after practice. It might have been like sugar but it wasn't sweet for everyone as strength-sapping whoops soon covered the course.

Yamaha's Glover holeshot the first moto, putting in the best performance off the tricky cement starting pad. By the time riders sorted themselves out through the back woods and hill section, Suzuki privateer Dave Hollis was showing the way followed by Hansen and Suzuki supported Clint Hardick.

By lap two, Hansen was out front on his Honda RC250AF. Within three more laps he put 18 seconds on Hollis, who was clustered with Hardick and Johnson. Glover was fifth, leading Honda's Kenny Keylon, the winner of the previous round in Florida. LOP's Jim Tarantino was seventh on a modified Honda. Honda supported Steve Martin was eighth.

Near mid-race in the 40 minutes plus two laps moto Johnson picked up the pace, passing Hardick, then Hollis for second. Johnson had trouble gaining on Hansen, and Hansen held a 17 second margin through most of the race. Keylon got past Glover after mounting a charge through the corners, then beat Hardick to a turn for third. Glover took Hardick, landing fourth. Martin, Bailey and Tarantino were a fairly close 6-7-8.

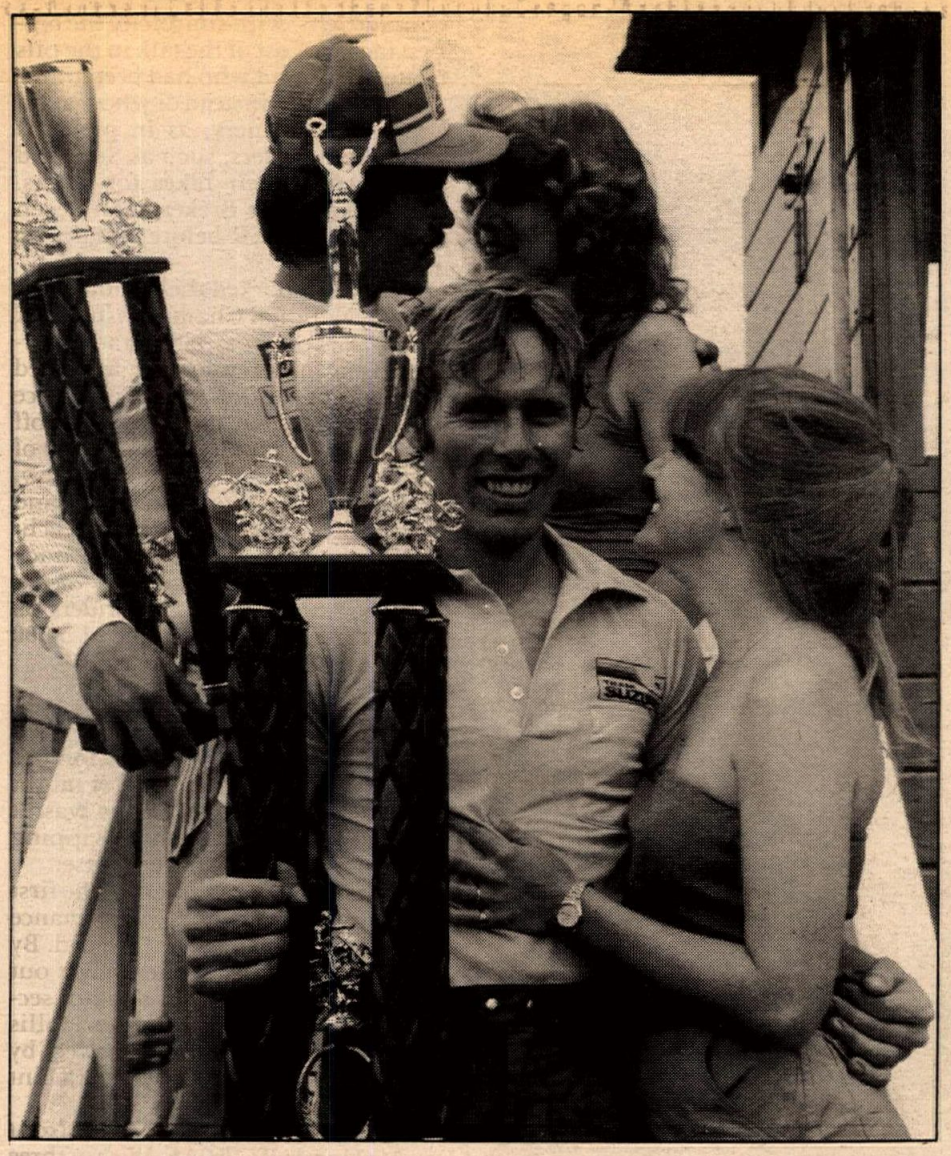
Hansen's lead decreased to 12 seconds as the race wore down, but Johnson was also succumbing to the course, almost crashing in a rough straight. Keylon was five seconds behind Johnson, with both keeping precious series points in mind. Keylon was 11 points behind Johnson, ranked third going into the race.

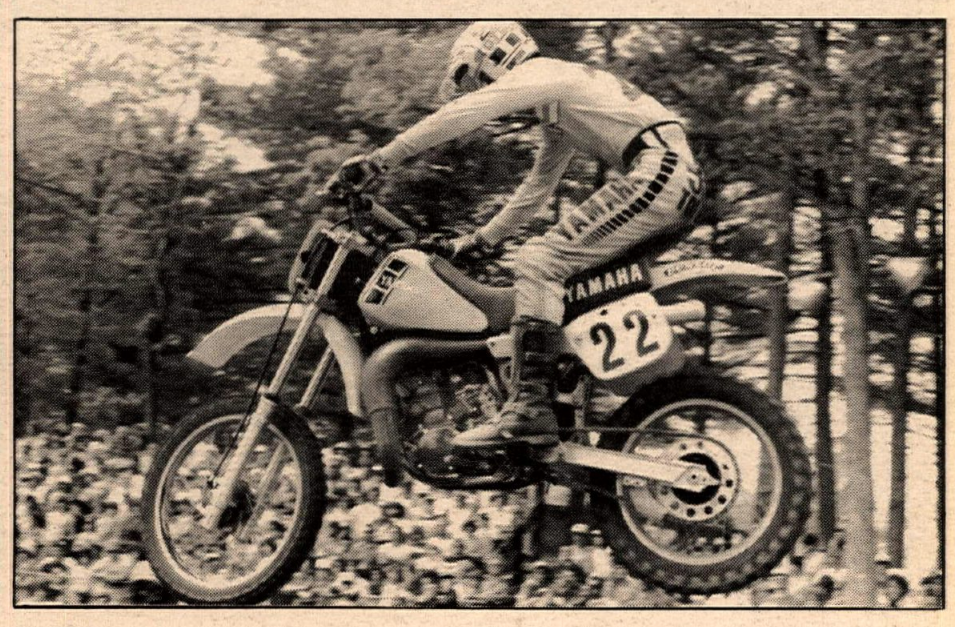
Glover edged Hollis with an outside to inside move through the mechanics' area for fourth, but Bailey mustered some extra muscle and took the slot through a rough section.

The two lap sign came out and the race looked to be Hansen's, but Donnie came out of the back woods section second to Johnson. Johnson took the win by 10 feet over Hansen with Keylon a distant third. Bailey led Glover over the line, and Hollis landed sixth. Suzuki's Warren Reid came from mid-pack to seventh and led Martin to the checkered flag.

"I fell with a lap and a half to go," said Hansen. "I swapped out and went down. I got up quick, but not quick enough to win."

Hansen holeshot moto two and headed for the finish, controlling the entire race. Glover started back in the field, and Hollis crashed in turn one and started last. Behind Hansen was Hardick and Suzuki privateer Fred Vertucci followed by Kawasaki Team





(Above) 500cc runner-up Chuck Sun and winner Kent Howerton (with wife Jill) in trophy presentation. (Top right) Jim Ellis leads John Finkeldey in the 500s. (Right) Rick Johnson was second 250 and now leads in points.

Green's Billy Liles, Yamaha's Scott Burnworth, Suzuki Canada's Ross Pederson and Martin. Johnson was running mid-field.

Hardick started getting radical and crashed, giving second to Martin, who passed when it's easiest — early in the race.

While Hansen pulled out a safe lead, the next three slots started flopping. Liles passed Martin for second while Johnson moved to third after a charge. Then Martin regained second, with Johnson passing Liles for third. Johnson diced with Martin and finally took second. Bailey came up on the front runners and glided inside on Martin through an uphill turn. Reid moved to fifth by holding a strong pace while others tired.

Glover passed Liles for sixth and quickly put ground on him, but the next time around Broc was out of it, sitting on the side of the course trying to kick his dead engine back to life. It didn't respond and he was out of the points. Glover's mechanic, Jon Rosenstiel, didn't tear the bike down and didn't know what the problem was.

Hansen crossed the line with 19 seconds on Johnson. Bailey held third Martin and Reid, with Liles back in sixth. Keylon was seventh, Martin eighth.

"I like this break from Supercross," said Hansen, who is leading that series. "This sandy stuff really wears you out." Hansen refused a kiss from the trophy girl in the winner's circle and opted to spend the time with his wife, Lisa.

500cc National

A large field of 99 entered the 500cc class and many of those still needed time to get used to their bikes. All but the top 10 riders in the 500cc class in '81 had to qualify for the points paying motos, which made preliminary racing exciting. Darrell Shultz bailed off twice in his qualifier but retained a top placing. Howerton plowed his bike's front end into the soft stuff and fell, but was up quickly for another top finish.

Sun and Jimmy Ellis motored off to lead moto one. Ellis, a veteran in both New England and National racing, brought the crowd to life as he matched his production based Honda CR480R up against Sun's Honda works machine. Two top contenders, Shultz and Yamaha's Mike Bell, were left on the ground in turn one. Bell sped away quickly, but Shultz pitted to straighten his bike's controls.

By lap two it was Sun, Ellis and John Finkeldey, another New England Sports Committee star, out front. Honda Canada's Pierre Couture and Honda supported Jeff Ellens were 4-5 in the early going.

Ellis hounded Sun lap after lap, and while most eyes were glued on that battle Howerton moved into third on his Suzuki RN500. Honda supported Phil Larson, on a works bike with a production engine, took fourth and was grouped with Keller and Suzuki's Alan King.

Sun put a bit of turf on Ellis, who was now only feet ahead of Howerton. Keller and King went out in front of Larson and rearranged the 4-5-6 slots.

Through the closing laps Ellis and Howerton closed the gap on Sun, the two works bikes of Sun and Howerton sandwiching the production bike of Ellis. Then Howerton threw his own adrenaline switch. He passed Ellis within a half a lap and then went inside on Sun to lead. He pulled away with authority through the final two laps, putting nine seconds on Sun at the finish.

Sun, King and Ellis crossed the finish line within a 20 yard stretch, King having saved his moves for third until late in the race. Larson and Finkeldey were 5-6, followed by Bell and Shultz, both riders pushing hard after their first turn misfortune. Keller was out of the points after his bike's shock left its oil behind.

"In the beginning I was running as fast as I could, and I almost passed out," said Howerton as he tried to catch his breath. "I was so tired I didn't even know who was leading. I wasn't even positive that I won."

Sun, King and Howerton headed lap one of moto two followed by Keller, first year Pro Jeff Spreeman on a Yamaha and Ellis. King saw the right lines and used them to lead by lap three. Keller followed the action and moved to second, while Sun held third. Howerton was holding off Shultz for fourth. Ellis and Finkeldey were 6-7.

"The Machine Gun Shoots Again," read the banner posted along the front jump. Keller took his NESC nickname to heart and began rapid fire moves on King, finally moving into the lead near mid-race. King had a close encounter with a lapped rider and fell. He returned to the race in fourth but fell again and dropped to eighth.

Keller retained a safe lead to the finish just as he had done in the final 250cc moto last year at Southwick. He was aided by thousands of fans who cheered him on all the way. Howerton rolled across the line in second to lock up the overall win, with Sun third. Shultz was fourth and Connecticut riders Ellis and Finkeldey were fifth and sixth. Breker was still sorting out his works Kawasaki and took seventh trailed by Larson in eighth.

"Four years (overall wins) in a row, what can I say!" said Howerton in the winner's circle. Like Hansen, Howerton waited for his wife, Jill, to join him in the winner's circle before the kissing started.

"You guys have a rough track here," said Sun to the crowd. Unlike Hansen and Howerton, Sun took his share of kisses from the trophy girl. "I would have liked to have won it, but it's a long series and I'll get 'em at the next race."

For Keller it was time to celebrate in the pits with his New England friends. He was mobbed by hundreds of local fans. "I feel pretty good about this," said Keller. "My eyes are a little sore. The second moto wasn't as bad as the first. The dust went right in between my tear-offs." •

Results

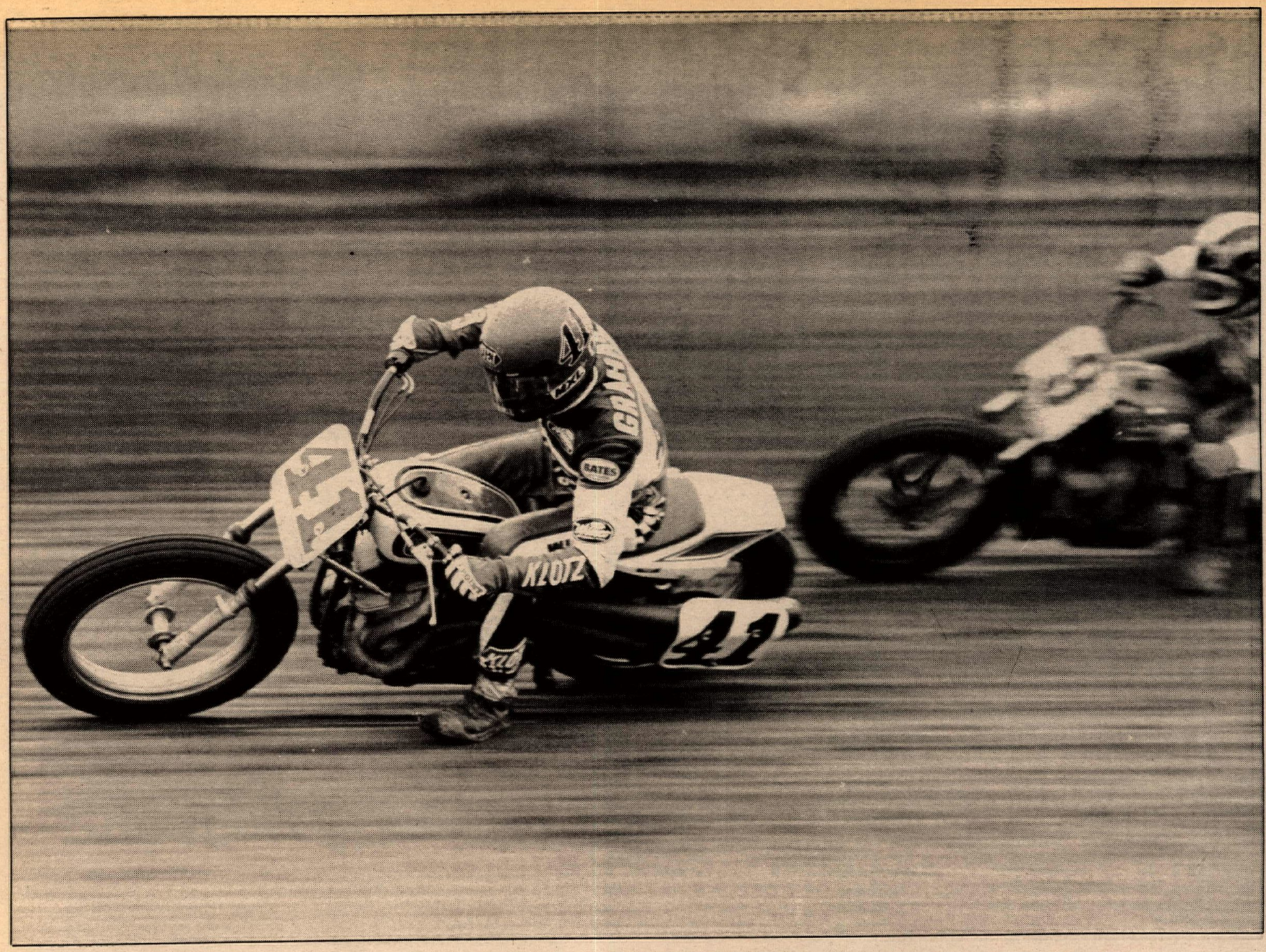
250 NATIONAL: 1. Donnie Hansen (Hon) 2-1; 2. Rick Johnson (Yam) 1-2; 3. David Bailey (Hon) 4-3; 4. Kenny Keylon (Hon) 3-7; 5. Steve Martin (Hon) 8-4; 6. Warren Reid (Suz) 7-5; 7. Billy Liles (Kaw) 14-6; 8. Clint Hardick (Suz) 11-9; 9. Scott Burnworth (Yam) 10-10; 10. Dave Hollis (Suz) 6-14; 11. Jim Tarantino (Hon) 9-12; 12. Mark Murphy (Yam) 13-11; 13. Kris Bigelow (Hus) 12-13; 14. Broc Glover (Yam) 5-*; 15. Ross Pederson (Suz) 8-8; 16. Dan Wallace (Hon) 16-16; 17. Bob Buffaloe (Hon) 18-15; 18. Fred Vertucci (Suz) 15-8; 19. Chris Boville (Yam) 19-18; 20. J. Mitchell (Suz) 8-17; 21. Scott Johnon (Hon) 17-21; 22. Harold Robinson (Hus) 8-19; 23. Dan Baker (Hon) 8-20.

* Denotes placing out of top 20.

500cc NATIONAL: 1. Kent Howerton (Suz) 1-2; 2. Chuck Sun (Hon) 2-3; 3. Jimmy Ellis (Hon) 4-5; 4. Alan King (Suz) 3-7; 5. Darrell Shultz (Hon) 8-4; 6. John Finkeldey (KTM) 6-6; 7. Phil Larson (Hon) 5-8; 8. Jo Jo Keller (Hon) 8-1; 9. Mike Bell (Yam) 7-13; 10. Mickey Kessler (Mai) 11-10; 11. Andy Stacy (Mai) 10-11; 12. Goat Breker (Kaw) 16-7; 13. Gary Pustelak (Mai) 13-12; 14. Herine Geuberger (12-16); 15. Eric McKenna (Yam) 15-14; 16. Jeff Hicks (Yam) 7-*; 17. Greg Mayo (Suz) 17-15; 18. Billy Grossi (Hus) 14-*; 19. Jim Holley (Yam) 8-17; 20. Pierre Couture (Hon) 17-*; 21. Donnie Cantaloupi (KTM) 18-*; 22. Tom Carson (Mai) *-18; 23. Jeff Spreeman (Yam) *-19; 24. Joe Baker (Hon) 20-*; 25. Duane Skofield (Hon) *-20.

AMA 250 NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Rick Johnson (197); 2. Kenny Keylon (173); 3. Broc Glover (170); 4. Donnie Hansen (165); 5. Warren Reid (146); 6. Steve Martin (141); 7. Scott Burnworth (133); 8. Jim Tarantino (126); 9. David Bailey (120); 10. Clint Hardick (87); 11. Larry Wosick (85); 12. Ross Pederson (69); 13. Denny Bentley (66); 14. Kris Bigelow (65); 15. Billy Liles (54); 16. Mark Murphy (53); 17. Tom Benolkin (46); 18. Dave Hollis (42); 19. Bobby Handy (29); 20. Juan Benavidez (25).

AMA 500 NATIONAL CHAMPIONSHIP MX POINT STANDINGS: 1. Kent Howerton (47); 2. Chuck Sun (42); 3. Jimmy Ellis (34); 4. Alan King (32); 5. Darrell Shultz (31); 6. John Finkeldey (30); 7. Phil Larson (29); 8. Jo Jo Keller (25); 9. Mike Bell (22); 10. (TIE) Mickey Kessler/Andy Stacy (21); 12. Goat Breker (19); 13. Gary Pustelak (17); 14. Jerome Heiberger (14); 15. Eric McKenna (13); 16. Jeff Hicks (12); 17. Greg Mayo (8); 18. Billy Grossi (7); 19. (TIE) Jim Holley/Pierre Coutoure (4); 20. (TIE) Donnie Cantaloupi/Tom Carson (3).



Ricky Graham, shown here leading Jay Springsteen, set a 101 mph average in winning. That made it seven straight winner's circle trips.

AMA Grand National Championship/Winston Pro Series: Round 8

Graham's record-setting Springfield Mile

By Gary Van Voorhis
Photos by Bert Shepard/Silver Shutter
SPRINGFIELD, IL, MAY 16

Ricky Graham continued his Winston Pro Series hot streak at the Springfield Mile in record-breaking fashion. Graham, in the first National at the Illinois State Fairgrounds since 1966, blistered the track for a record 101.860 miles per hour average speed for 25 laps on his way to winning his second National of the year and fourth of his career. The record he broke was his own, set at the August 25, 1980 Indianapolis Mile where he averaged 100.476 mph — also on a Tex Peel Harley-Davidson XR750. Springfield marked the sixth straight top three finish for Graham and moved him to a 30 point lead on Jay Springsteen 101 to 71 in the title chase.

The fight for second went right to the wire as Harley-Davidson teammates Springsteen and Scott Parker debated the position the final 10 laps. Parker came out on top by a scant two bikelengths, but quite a distance back from Graham.

Rounding out the top five were Terry Poovey, on the Shoei/Castrol/Conley H-D-sponsored XR and Gary Scott, aboard his KK Motorcycle Supply/Sisemore-sponsored Harley.

Notably absent from the final were Alex Jorgensen, who was second in the point standings going into the National, plus Steve Eklund and Steve Morehead, also in the top 10. Each was the victim of mechanical problems.

This was the first running of a National at Springfield in 16 years and was the culmination of five years work by the Illinois Motorcycle Dealers Association. A large crowd was on hand and waited patiently for almost four hours after a shower halted the running of the National as it was being gridded. It finally ran off into impending darkness.

Time Trials

Graham, already with mile track records in qualifying at Sacramento and San Jose this year, added Springfield to his collection, turning in a 36.937 run to start the day off for his newest sponsor *Iron Horse Magazine*. Bubba Shobert, Gary Scott, Lance Jones and Garth Brow filled in the top five slots. Graham was the only rider to break the 36 second mark.

Nearly 70 riders showed up for the 48 rider field. Joe Peterson was the final rider to qualify at 38.916.

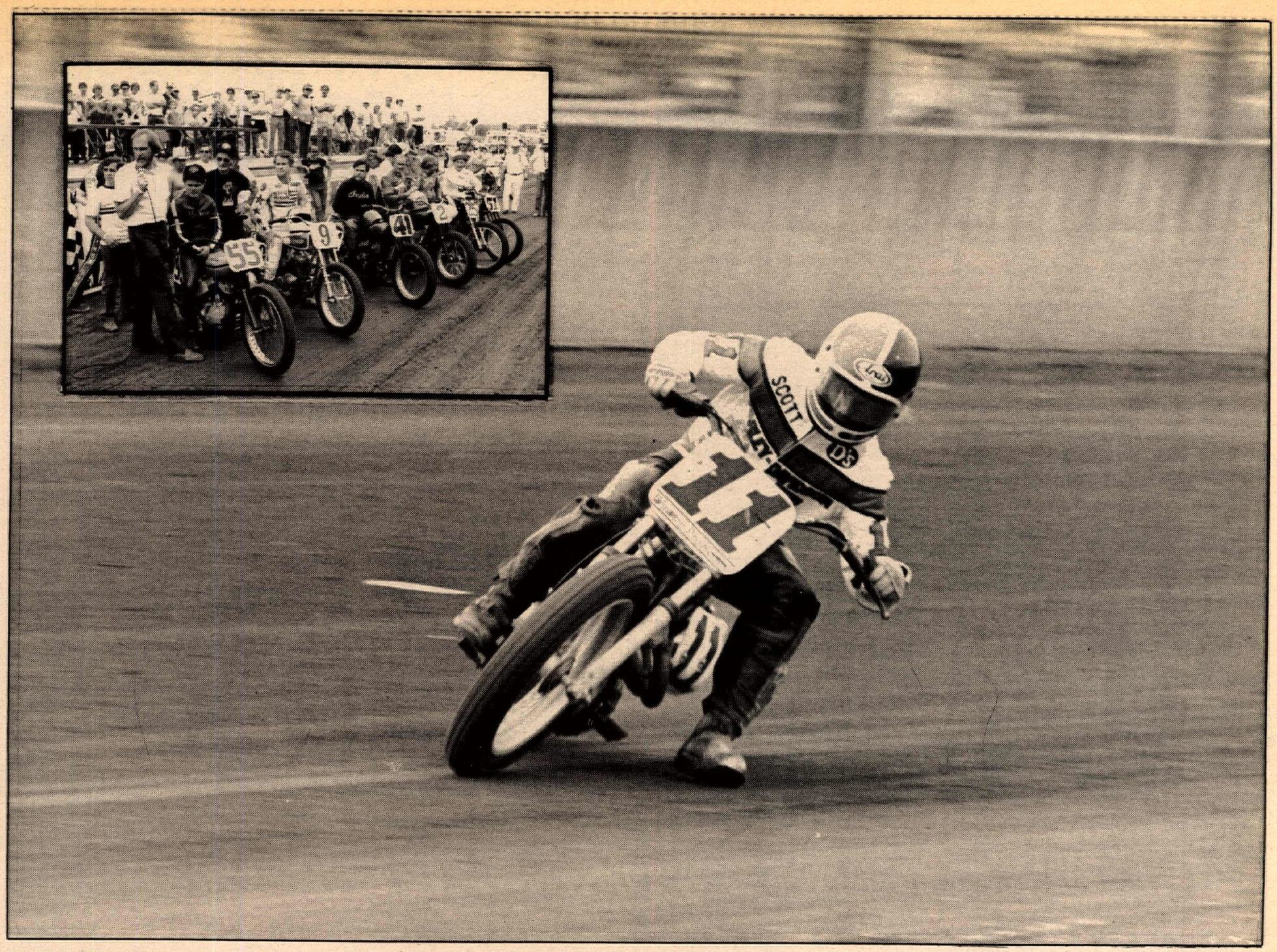
Heats

The first heat belonged to Graham from halfway into the first lap. Randy Goss was equally safe in second, but there was a fight for third in the closing laps between Garth Brow and Hank Scott. The two swapped the final transfer to the National numerous times with Scott holding off Brow at the flag.

Team Honda showed their colors in heat two with Mike Kidd and Scott Pearson in 1-3, respectively, for the opening four laps. Pearson then got sideways and dropped off the pace. Terry Poovey, who had been in the thick of things took, over the lead. Behind him seven riders were fighting for second. Shobert crept up out of the pack to challenge and then pass Kidd. He closed the gap on Poovey and, in a last lap pass on the back straight, took the lead and the win. Kidd held on for third.

It was Springsteen, Gary Scott and Ted Boody in a swapfest for the lead in heat three. It lasted for six laps until Boody's Harley began to make expensive noises and he parked it. Scott lost Springer's draft on Boody's retirement. Tim Mertens moved up to secure third, the final transfer. This was the fastest heat, earning Springsteen the pole for the National.

The fourth heat saw Lance Jones put the holeshot on everyone, only to come around fifth by the end of lap one. Scott Parker had the lead and stretched it out, leaving Ronnie Jones, and soon Lance Jones, to run 2-3. Lance moved by Ronnie on lap seven and set sail after Parker who had slowed. Lance and Parker battled the



(Above) Scotty Parker rode with the leaders all the way and finished second. (Inset) Dave Despain interviews past stars including Roger Reiman (55), Gary Nixon (9) and Dick Mann (2). Nixon was the event's defending champion.

entire final lap with Parker holding only a half wheel advantage at the finish.

Semis

The first semi featured Brow, Jorgensen, Eklund, Billy Labrie, Pearson and seven more riders going for the two transfers. Brow and Chuck Springsteen went at it before Labrie moved to second. The Brow/Labrie battle went right to the flag with a finish so close it took a conference to decide that Brow had it won by an inch or so. However, it was a costly win. The engine in Brow's bike had snapped the end off the crank in the last lap dash.

Bubba Rush gave the rest of the field a head start after ending up last when he tangled handlebars with another rider on the start of semi two. Rush put in a come-from-behind ride to take the lead halfway into lap four. Jay Beach had missed a gear on the start, but also made a comeback to take second away from Scott Adams.

Last Chance

The final grid position in the National was up for grabs in the Last Chance Qualifier. Chuck Springsteen wanted it and made it a fight among himself, Adams and Charlie Roberts. Scott Pearson was also in the hunt. Adams got free when Springsteen got into a long, long slide on lap six, but Roberts came up to fight and was just two feet behind Adams when the checkered flag fell.

National

The riders were wheeling their bikes out to the grid for the start of the National when rain and hail began to fall. Although the storm lasted a short time, it soaked the track. Drying and grooming time ate up almost four hours. Many riders took advantage of the time. Gary Scott replaced a "sick" engine with one borrowed from Ken Houston while Tom Cummings accomplished the rebuild "from the bottom up" of Brow's engine. Lance Jones discovered a broken cylinder head stud as they started up the engine for the National. Hank Scott, with a broken rocker arm shaft replaced after his heat, was also thankful for a bit more time.

"This National will be an eye-opener," said Steve Morehead who was spectating after blowing an engine in practice and not being able to obtain another ride. "The track is like a saucer with the banked turns and a rider can run mid-track and be on the throttle nearly all the time. The fastest bike will win. The rain has made the track so tacky that you can barely heel the bike over before it will want to sit back up. There's traction and more traction."

The National gridded with the riders being told if darkness came it would be flagged at 20 laps instead of 25. It was 7:30 when the green light flashed.

Graham, Parker and Springsteen led the field off turn two and that trio would make up winner's circle,although there was still a lot of racing to take place. Brow, with clutch problems, didn't make the start. "I feel bad," said Brow, "because Tom (Cummings) did so much work just to get the bike running. Now this."

Parker, Graham and Springsteen played it very close, swapping positions in the first three laps and running three abreast into turn three. Shobert, Gary Scott and Mike Kidd were back a distance having their own battle. Lance Jones, Poovey and Goss were also having a duel while Hank Scott was coming up from the rear.

By lap five Graham and Springsteen had opened space on the Parker/Shobert duel and Lance Jones had moved to fifth with Poovey challenging.

The 10th lap saw Graham and Springsteen still waging their dogfight, running side-by-side across the finish line. Shobert's ride ended with a sick engine on lap 11.

Suddenly, as lap 12 started, Springsteen began to fall off the pace. "I was running right behind Ricky," said Jay. "A rock came up and hit me in the left forearm and I thought it was broken because it hurt so bad. I backed off."

The lap before, Graham had slowed a bit to save his tire and let Springer by. He quickly thought better of that gamble and gassed it up. "Once I got back by Jay (on lap 11) I never looked back and never let off."

By lap 15 Graham had pulled out a lead that would hold to the finish. Parker had come up to do battle with Springsteen for second while Poovey led Gary Scott, Goss and Lance Jones. Hank Scott, Labrie and Kidd were also battling while Mertens ran all alone and Ronnie Jones slowly cruised around the track with a badly blistered rear tire. Before the finish Labrie's bike ran out of gas and Lance's engine expired, leaving only 10 riders still under power at the finish.

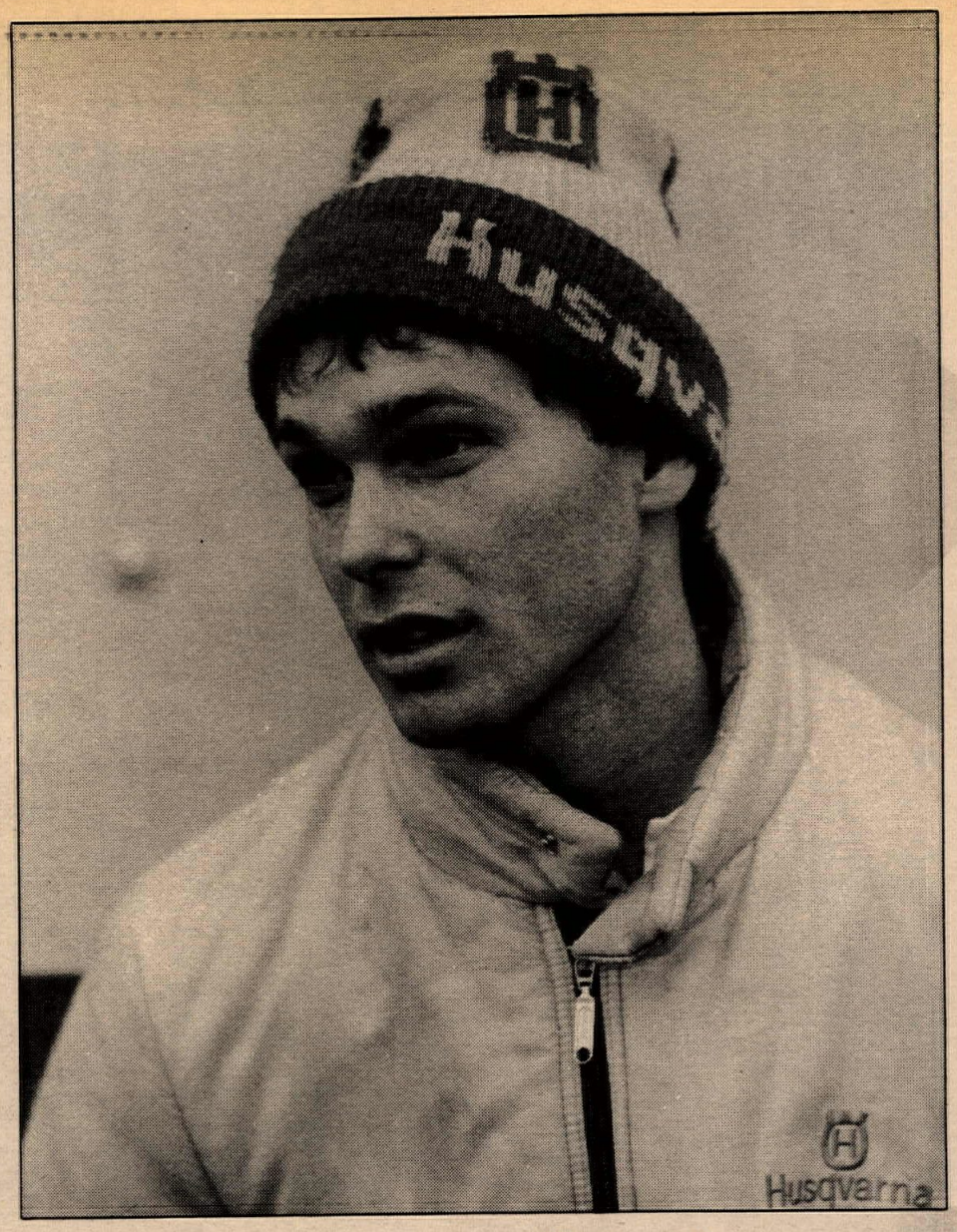
Graham cruised merrily home, not missing a beat in the final laps, while Parker had the edge when it counted to take second from Springer. Poovey had breathing room over Gary Scott, who had an equal distance over Goss. Hank Scott, Kidd and Mertens trailed and Ronnie Jones slowly continued in order to pick up points and money.

"It went so easy," said Graham in winner's circle. "Tex Peel builds one helluva mile bike. When the bike is as fast as Tex builds 'em, then you just twist the throttle and wait for the checkered flag. I had no idea I was averaging over 101 miles per hour. I'm glad we — Tex and I — broke the record and I'm glad it was our record we broke." •

Results

1. Ricky Graham (H-D); 2. Scott Parker (H-D); 3. Jay Springsteen (H-D); 4. Terry Poovey (H-D); 5. Gary Scott (H-D); 6. Randy Goss (H-D); 7. Hank Scott (H-D); 8. Mike Kidd (Hon); 9. Tim Mertens (H-D); 10. Lance Jones (H-D); 11. Billy Labrie (H-D); 12. Ronnie Jones (H-D); 13. Bubba Rush (H-D); 14. Jay Beach (H-D); 15. Scott Adams (H-D); 16. Bubba Shobert (H-D); 17. Garth Brow (H-D).
Time: 14 min., 44.05 secs. (Record)
Average speed: 101.804 mph (Record)

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Ricky Graham (101); 2. Jay Springsteen (71); 3. Scott Parker (65); 4. Terry Poovey (61); 5. Alex Jorgensen (60); 6. Randy Goss (55); 7. (TIE) Gary Scott/Steve Eklund (43); 9. (TIE) Mike Kidd/Steve Morehead (40); 11. Bubba Shobert (29); 12. (TIE) Mickey Fay/Steve Wise (21); 14. Ronnie Jones (18); 15. Freddie Spencer (16); 16. (TIE) Ted Boody/Jimmy Filice (15); 18. Roberto Pietri (13); 19. Garth Brow (12); 20. (TIE) Wayne Rainey/Mike Baldwin/Rod Spencer (11).



Jack Penton (left) and Terry Cunningham each had four points, but Cunningham took the overall on tiebreaker points. (File photos.)

AMA National Championship Enduro Series: Round five

Cunningham lucky winner at Fool's Gold National

By Jim Bowman

GEORGETOWN, CA, MAY 9

Team Husqvarna's Terry Cunningham emerged a winner among close competition at today's Fool's Gold National Enduro. For Cunningham, who suffered an early setback in the event, the win didn't seem possible until the very end of the run. For all 402 riders, the 125-mile, six-hour enduro will definitely be one to remember.

The start of the event was on a rolling trail that weaved through some tight trees and then led back around the camping area. It was after this section, just past the five mile speedo check, that the first secret check was placed. This surprise check, located so close to the start, caught many riders running hot, including Cunningham. The second check was also tricky and caught its own share of riders traveling ahead of time.

Check two was set on a steep, rocky downhill that led to a stream crossing. In years past, the steep switchbacks that led up from this stream crossing have not only slowed riders but also caused bottlenecks. As with many of the other riders, D-36 enduro ace Dave Bertram didn't expect this check and almost burned it. Bertram said, "In this case, it you knew the terrain, you were at a disadvantage." As it was, a reset past this section reduced the penalty of potential bottlenecks.

The terrain used between check two and gas was typical of that used all day long. The riders were either on smooth fireroad, or more often, on trail that rolled up and down the shaded hills of the Eldorado National Forest. Special test sections called for the ability of the rider to get through dense patches of young trees or maintain speed over rocky terrain and twisting trail. All total, there was almost 50 minutes of free time added to give the rider a rest and allow the C riders to get back on time.

When asked how the terrain compared to that in the rest of the U.S., Cunningham said that the tight sections were as tight as those he was used to back east. Team Suzuki rider John Fero agreed and added, "[but] the brush here doesn't give as much when you ride through it." Indeed, the brush was tight and unforgiving. Referee Cliff Glidden said, "A lot of A and AA riders sent spare jerseys out to the gas check and finished the event with both jerseys in shreds."

The special test between gas one and gas two cost many riders a few points, but the test of the day, for th A and AA riders, was in the last 25 miles. With a score of zero, Mark Hyde looked to be the winner. Cunningham was hurting because of the two points he'd gained when he burned the first check. Later, Cunningham said, "I was hoping that the 28 mph section would be rough. My only hope was that the section would turn into a race."

Luck was with Cunningham as he rode the last special test section. He lost only two points, and despite the points he'd picked up at the first check, that was good enough to win. Hyde, on the other hand, wasn't as fortunate. He managed to find the only mud hole on the course and got stuck. Hyde gained only four points, but both Cunningham and Team Kawasaki's Jack Penton also had four points. When the tiebreaker points were tallied, Hyde took third overall behind Penton.

There were a number of ties in the top 20, but fortunately all were broken by seconds accumulated. Fero placed fourth ahead of the top A and Open A rider Bertram by just three seconds. Mike Melton from Team Husky placed sixth over local Honda support rider Jeff Irwin and Kawasaki's Fritz Kadlec. Top 250cc A rider Jeff Henning on a KTM and Husky support rider Kevin Hines rounded out the top 10. Positions in the top 20 were awarded to all A and AA riders with 15.862 points or less.

As with most long enduros, the time and distance took its toll on equipment. Kawasaki teammates Drew Smith and Kadlec both had their share of problems. Smith's bike quit on him, and Kadlec's enduro clock went on the fritz. Kadlec then lost his watch, burned two checks and still managed to take eighth overall. Suzuki's Jeff Freddette also suffered when his clock quit, and *Dirt Bike's* Tom Webb crashed and broke his speedo; Fredette placed 11th, Webb 16th.

Jack Penton's opinion of today's event was the same as almost every other rider. Penton said, "This is a nice place to ride. It was a good event, and the dust wasn't bad." Hats off to the California Enduro Rider's Association who put on this event. It is a rare form of success in enduro planning that draws comments like this from all of the riders. •

Results

OVERALL: 1. Terry Cunningham (Hus). 2. Jack Penton (Kaw); 3. Mark Hyde (Hus); 4. John Fero (Suz); 5. Dave Bertram (Hus); 6. Mike Melton (Hus); 7. Jeff Irwin (Hon); 8. Fritz Kadlec (Kaw); 9. Jeff Henning (KTM); 10. Kevin Hines (Hus); 11. Jeff Fredette (Suz); 12. Jim Wilson (Yam); 13. John Miller (Hus); 14. John Haakar (KTM); 15. John Martin (C-A); 16. Tom Webb (Mai); 17. Matt Cullins (Yam); 18. Al Cleaveland; 19. Grant Palenske; 20. John Hearne (KTM).

SUZUKI GOES TO TOWN IN KANSAS CITY.

Suzuki's National Supercross Champion "Magic" Mark Barnett really went to town at the Kansas City Supercross last week, charging to victory aboard his factory Suzuki "Full Floater."

Mark was in top form on the challenging Arrowhead Stadium course, outpacing the front runners to take his usual position at the head of the pack. That makes it two years in a row for Barnett in Kansas City.

Now it looks like the competition won't be having their night on the town after all.

SEE TEAM SUZUKI'S CHAMPION RIDERS AT THE U.S. GRAND PRIX AT CARLSBAD, CALIFORNIA ON SUNDAY, JUNE 20TH.

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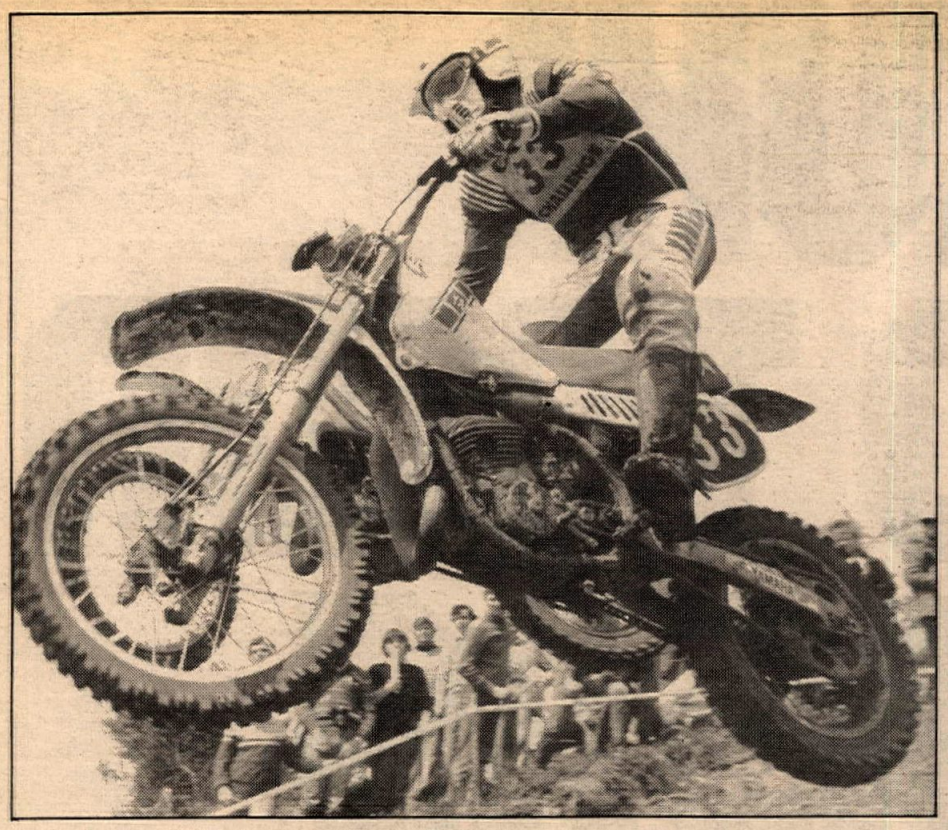
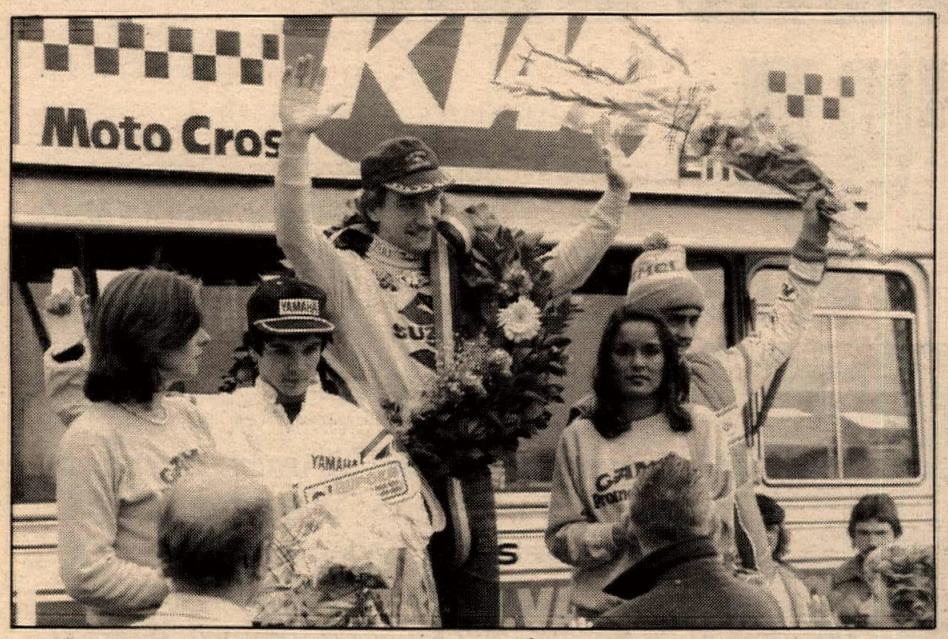




(Top) Danny LaPorte (33) had a battle royale with Georges Jobe in the first moto. (Above) From left, Dave Watson, Jobe and Kees Van der Ven.

World Championship 250cc MX Series: Round 3

Jobe pads points lead with Belgian GP win

By Henny Ray Abrams

BORGLOON, BELGIUM, MAY 9

Belgium's Georges Jobe scored a 1-2 punch in the two motos of the Belgian 250cc GP to take a convincing win in front of his fellow countrymen. The Suzuki-mounted former World Champion was hounded the entire first moto by Yamaha's Danny LaPorte in a race that had the crowd split about equally in its choice for a winner. LaPorte came up only a half second short at the end of the 40 minute plus two lap moto on the two-kilometer Borgloon course. In the second moto Jobe played third fiddle to a battle between Yamaha's Dave Watson and the West German Honda of Rolf Dieffenbach before overtaking Dieffenbach late in the race for second.

Second overall went to Watson with his 7-1 tally and the third spot on the podium was taken by Dutchman Kees Van der Ven with a 3-5 score in the third round of the world championships.

The second moto ended in frustration for LaPorte when the ignition on his OW57B quit on the first lap forcing him to push back to the pits. Fellow American Mike Guerra, the winner of the Spanish GP two weeks ago, was victimized by crashes in the beginning of both motos and retired from both of them.

Jobe now holds a commanding 75 to 39 points lead over Van der Ven in the race for the title which he once held.

First Moto

With the top qualifying time of 2:26.9 seconds, England's Dave Watson had his choice of starting positions on the gate. LaPorte was second fastest, but the third fastest was Jobe and he picked the right spot to jump into the lead on the long uphill straight to the first turn. Quickly following were Andre Massant, Benny Wilken, and LaPorte. Guerra was off badly and went down in a first turn pile-up.

"I didn't get a good start," the New England native said, "Then I didn't get past the first corner before crashing." Guerra was up and racing, but retired before the halfway point.

Jobe and LaPorte quickly separated themselves from the pack which was now led by Van der Ven with Massant keeping pace and Dieffenbach and Jean Claude Lacquaye in the hunt. Austria's Heinz Kinigadner was trying to hold Watson at bay as the two of them moved up to challenge the leaders.

The race for the lead was the only one that mattered, with fans running from one of the 15 corners to the others to see if LaPorte could pass Jobe. The crowd roared its approval when it finally happened, but Jobe got it right back with a masterful display of flawless riding.

"I was a little nervous in the first moto because of racing in front of my countrymen, but once we got going it was OK," the Suzuki star said. "My bike seemed to come out of the corners harder and had some top end on his, but he came into the corners faster. You couldn't make any mistakes because it is a very technical track."

Van der Ven had moved up to join the leaders, but could only get close to LaPorte once before making a mistake and dropping off the pace.

"The track was very rough, worse than yesterday," the KTM factory mounted Dutchman said. "They have so many classes racing today that the track has become very rutted. It's very easy to make a mistake and when I did I lost them."

Making his way through the pack and into fourth was Austria's Kinigadner who passed Lacquaye to make it into the top quintet before settling into fourth on his Yamaha.

LaPorte wouldn't quit and caused more than a few jaws to drop when he passed Jobe in mid-air off a drop-away jump on the back part of the course. Jobe's drive was relentless and when they hit the first corner after the jump he powered away.

"I should have won it," LaPorte said. "I felt really good out there, but if you made the slightest mistake he'd take advantage of it. I passed him off the jumps, but his bike seemed to have more in the mid-range and he could pull me out of the corners and on the straights."

Jobe was only .7 seconds ahead at the end while LaPorte had almost twenty on third place Van der Ven. Kinigadner held fifth ahead of Lacquaye.

Second Moto

After an almost two hour break, the riders were ready to do it all over again on this brisk and sunny afternoon. Watson chose a different spot on the starting line and it seemed like a catapult threw him into the lead. Dieffenbach, Wilken, Jobe, and Massant followed with both LaPorte and Guerra getting the first lap blues.

"It didn't feel right at the start, like it was a carb problem, but it turned out to be the ignition," LaPorte said. "It would rev up OK, but when you dumped the clutch it felt like it was going about 600 rpm. It's a frustrating feeling to have that happen when you're riding well."

The bike stranded him at the bottom of the first downhill, and with a little help from his friends, he pushed it back to the truck.

Guerra's problem wasn't mechanical, it was physical. "I made it to the third corner and when I went to turn, this guy on a Yamaha ran right into me. Then his bike was on top of mine and we couldn't get them apart. I took off again, but I couldn't do anything right. I just kept crashing. I tried riding slower, but I still crashed so I just pulled off the track before I fell again. I don't know what it was, but I just kept on falling. It wasn't the bike. It's an '83 production model. There are a few little changes in the motor, but the frame and frame geometry are completely different."

Another first lap victim was Kinigadner who fell before the first turn and got away dead last. With the throttle twisted open he shot for the start with a charge that would take him to seventh at the end of the race.

Ignoring everyone else's problems, Watson and Dieffenbach were alone out front with Watson a comfortable hundred yards in front for the first half of the race following his dynamic holeshot.

"I just picked a different starting spot," the youthful 21-year-old Gloucester resident explained. "I thought I could stay ahead of Dieffenbach, but I was a little worried about Jobe."

Jobe was giving him plenty of reason to worry as he was assured of an overall win by placing seventh or better. Not content for third and just 10 championship points, Jobe wanted all 15 and moved on Dieffenbach, passing him late in the race.

"The second moto I was more tentative. I was being more cautious. I wanted to see if he was in shape and I thought I could catch him," Jobe said.

He caught and passed him setting sail for a perfect 1-1 tally that Watson was trying to deny him. The Dutch duo of Wilkens on the Maico and the KTM of Van der Ven were squabbling over fourth while Massant was a steady sixth.

The race ended with a jubilant Watson shaking his hand in victory over his first ever GP moto win. Jobe was only a half a second back with Dieffenbach fading to a 26 second distant third.

"Those last three laps were the longest of the race. I kept looking over my shoulder to see if he was there and he was," Watson said. "This moto is the first thing I've won all year." Combined with his first moto seventh, it was good for second overall. After starting 20th, Van der Ven worked his way up to fifth and his 3-5 was good for third overall and a one point edge on Watson in the race for second in the point standings. Dieffenbach and Wilken made up the top five finishers.

But the day belonged to Jobe. After losing his visor early in the second moto, he raced looking like something out of a vintage bike race, but his racing was the vintage stuff today.

"The first moto was better for me and it was good for the fans," Jobe stated. "Danny rode a good race and I couldn't make any mistakes. This win is especially good in front of my own people."

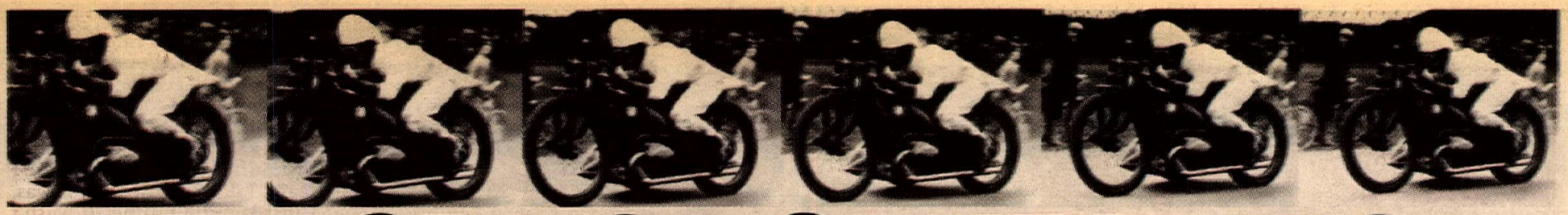
The difference in the two motos was evident in the times. Pushed by LaPorte, Jobe's first moto win was a full 50 seconds faster than the second one. ●

Results

1st MOTO: 1. Georges Jobe (Suz); 2. Danny LaPorte (Yam); 3. Kees Van der Ven (KTM); 4. Heinz Kinigadner (Yam); 5. Jean-Claude Lacquaye (Hon); 6. Rolf Dieffenbach (Hon); 7. Dave Watson (Yam); 8. Benny Wilken (Mai); 9. Jean-Marie Milissen (Hus); 10. Matti Tarkonen (Yam).

2nd MOTO: 1. Dave Watson (Yam); 2. Georges Jobe (Suz); 3. Rolf Dieffenbach (Hon); 4. Benny Wilkens (Mai); 5. Kees Van der Ven (KTM); 6. Andre Massant (Suz); 7. Matti Tarkonen (Yam); 8. Jean-Claude Lacquaye (Hon); 9. Sven Berggren (Hus); 10. Erik Sundstrom (Hus).

POINT STANDINGS: 1. Jobe (75); 2. Van der Ven (39); 3. Watson (38); 4. Tarkonen (32); 5. Guerra (31); 6. Dieffenbach (30); 7. LaPorte (27); 8. Kinigadner (20); 9. Lacquaye (19). 10. Maisch (13).



INTRODUCING THE LATEST HEIR TO 59 YEARS OF GERMAN ENGINEERING.

While the fine lines and sculpted features of most sport bikes spring from the drawing tables of stylists, those of the BMW R65LS had a different birthplace.

The drafting tables of German engineers.

As a result, they are the recipients of the same pragmatic consideration and evolutionary refinement as the legendary engine that powers this 650cc machine.

The shapely sport fairing, for example, provides much more than cosmetic appeal. It helps reduce front-wheel lift by over 30%.

The LS handlebars are low, compact, and help to provide a seating position that "is sporting in a way that Japanese bikes, even with red paint, have not discovered" (Cycle World). (High bars are also available.)

The bike's slender tail, artful as it too appears, was created in one of the most aesthetically indifferent environments known to man: the massive BMW wind tunnel in Ismaning, Germany.

Even the wheels of the LS possess a beauty that goes far deeper than their gleaming enamel. Each rim section is made of a highly rigid aluminum alloy; each hub and spoke assembly is separately cast from a far more elastic aluminum alloy to provide added flexibility. And then everything–hubs, spokes and rims–is cast as a single unit. Culminating in an exceedingly resilient "composite" wheel that not only helps increase handling prowess but decreases unsprung weight.

In the end, the BMW R65LS is one sports bike whose graceful lines do not serve as camouflage for weak engineering. For it is a machine as adept at slicing through the wind and rounding corners as it is at turning heads.

Its price? A lofty $3,790.*

But as a motorcycle columnist of AutoWeek observed, "a bad motorcycle is worthless; a good motorcycle is worth whatever it costs... By that standard, the R65LS is a bargain."

*Manufacturer's suggested retail price: $3,790. Actual price will depend upon dealer. Price excludes state and local taxes, dealer prep, destination and handling charges. © 1982 BMW of North America, Inc. The BMW trademark and logo are registered trademarks of Bayerische Motoren Werke, A.G.

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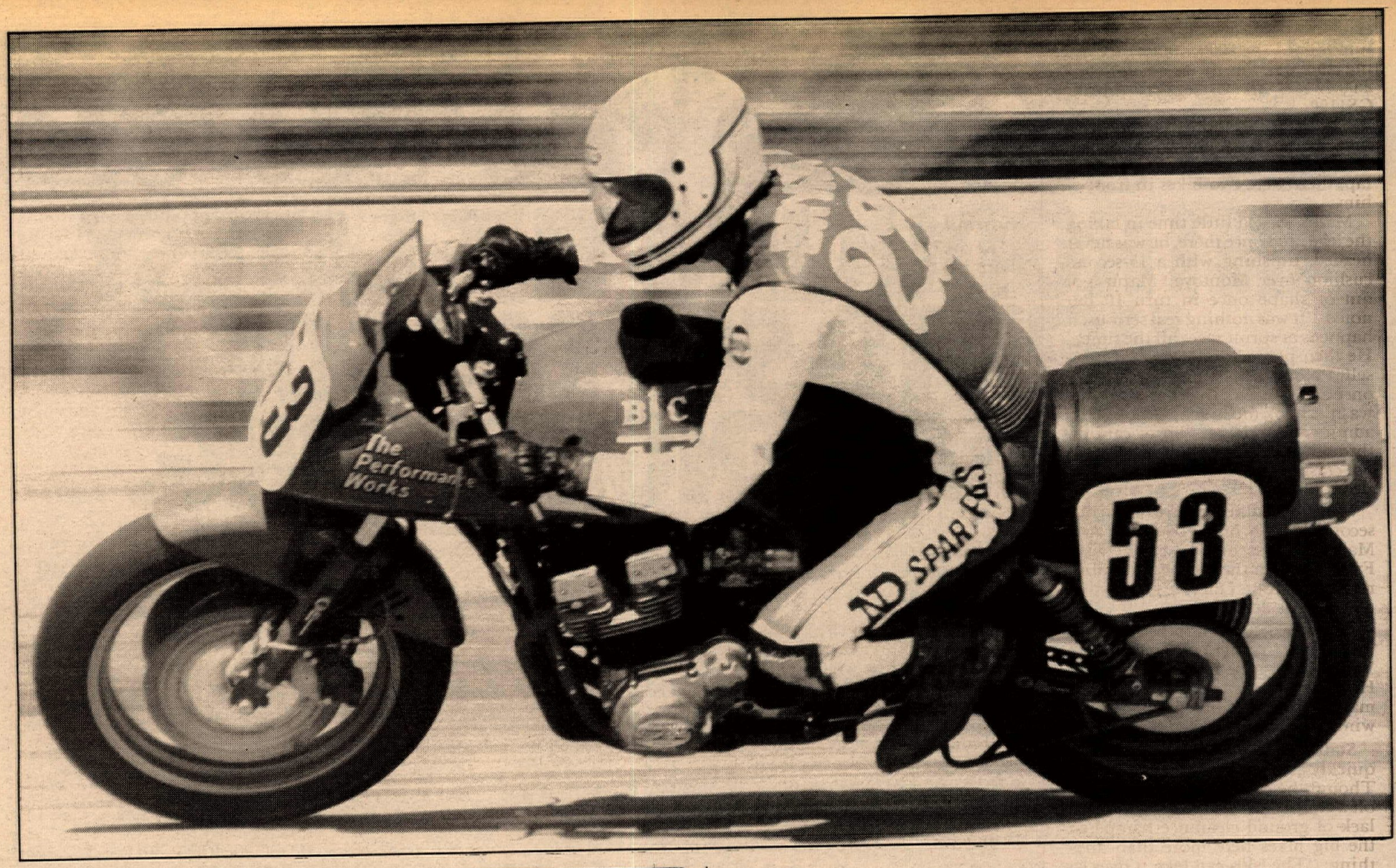
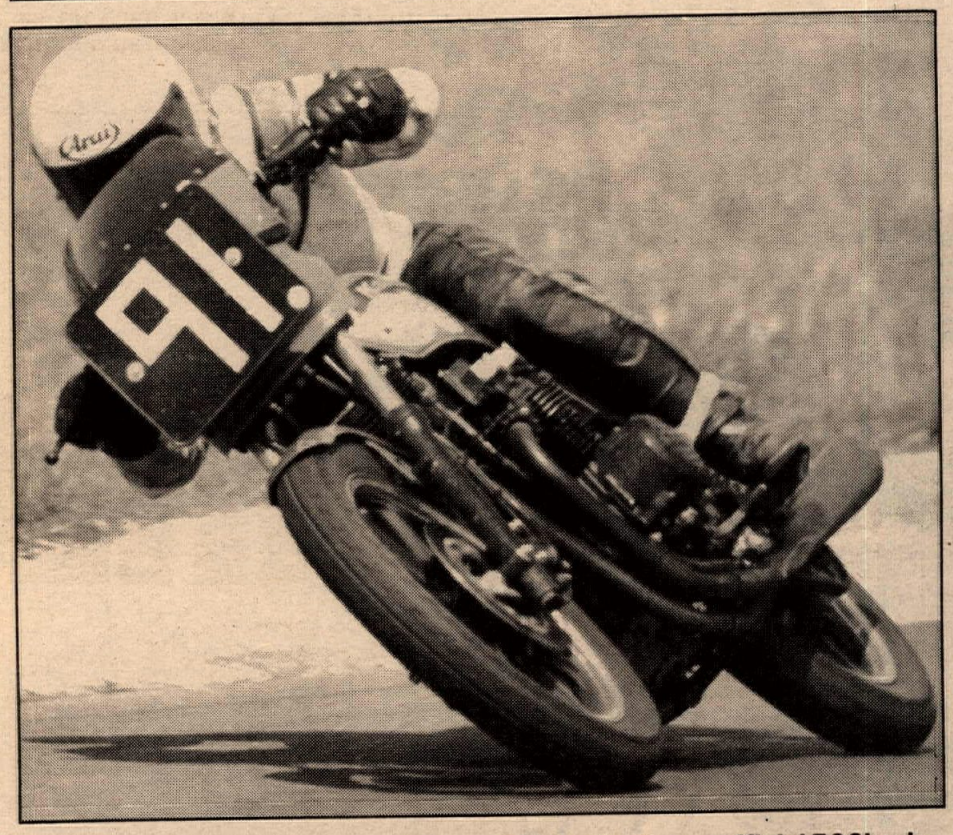
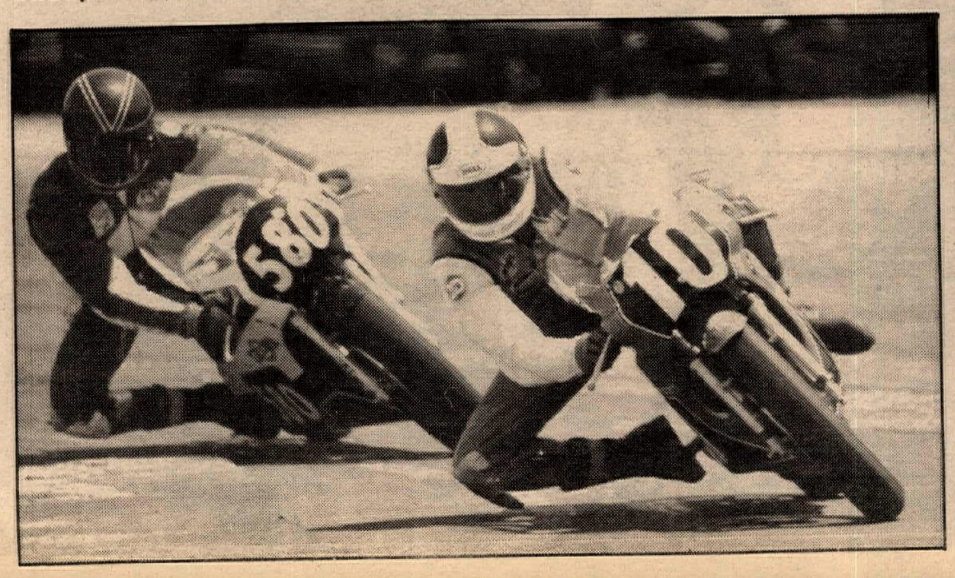






(Top) Kerry Bryant teamed with Tracy Grieger for the unofficial 500k win. (Above) Frank Mazur set fast Box Stock time and walloped the field on his 550. (Below) Formula Two winner Dave Emde leads third place Kevin Peltz.

Budweiser Grand Prix

Bryant/Greiger win Sears Point 500km

By Mark Kariya

SONOMA, CA, MAY 16

Kerry Bryant and Tracy Greiger teamed up on the Tom Ballantyne/Performance Works Suzuki Katana to earn the win in the Budweiser 500 kilometer endurance race at Sears Point International Raceway. Harry Klinzmann, who rode with Thad Wolff on the Racecrafters Kawasaki, actually crossed the finish line first, but an early race penalty for riding too fast in the pits knocked them down a lap.

Said Bryant, who first rode the bike Friday, "I'd hate it to go down to politics 'cause my job is just to ride the bike, but you have to stay with the rules. I'm happy either way it comes out, first or second."

Unlike "typically boring" endurance races, the Racecrafters Kawasaki team and the Team Hammer Suzuki, ridden by Bruce Hammer and John Ulrich, forged a lead with only a second or two at most separating them much of the time, especially in the early going.

However, an early pit stop to fix a broken shift lever dropped the Kawasaki back, and Team Hammer continued to lead as the Bryant/Greiger Katana closed in on them and started exchanging first.

Klinzmann and Wolff made up ground, though, and got Bryant/Greiger late in the race and were pressuring Team Hammer when Ulrich crashed. Klinzmann crossed the finish line in the lead but with a dead engine, his engine having run out of gas in the last turn. Third went to Carry Andrews and Jon Woo on a Van Nuys Cycle/Derale/ND Kawasaki; they were very close to running on fumes at the finish.

100km Box Stock

Saturday's one-lap qualifying runs revealed a surprising fact — the 600cc class Box Stock bikes were quicker than their 750 and 1200cc big brothers. Frank Mazur set the fast time for the 100 kilometer Box Stock race with a 1:58.55 on his ND/Arai Kawasaki GPz550, an "old" twin-shock model no less.

Joe Montoya on his Berkeley Yamaha Seca 550 was the only other Box Stocker to qualify under two minutes with his 1:59.98. Third quickest was a relative newcomer, in his seventh road race, Mark Kully, on a Honda CB750F with a 2:00.44. Riv-

erside Box Stock winner Terry Statum topped the 1200cc class qualifying and was fourth fastest with his 2:00.70 on his Cycle City Suzuki GS1100.

Statum grabbed the holeshot with his big bike's horsepower off the line, but by the time he finished his first lap, there were two bikes in front of him.

Mazur wasted little time in taking the lead, and once there, he was never headed, finishing with a 15-second cushion over Montoya. Mazur got out of shape once in turn 10 but noted, "It was nothing real serious; it happens at sprint races all the time." He then paused and corrected himself, "Not all the time, but at least once a race meet." In other words, he wasn't shook too much, although he admitted exercising a bit of caution through turns four, 10 and 11. "No use crashing it when you've got a little bit of a lead."

Montoya planted himself into second early on, but he couldn't catch Mazur. "I was hoping to get with Frank early in the race, but it didn't really work out. Once he got his distance, I was dead."

Danny Coe tucked in behind Statum for the first five laps on his Doug Van Almelo-tuned Yamaha Vision. He then gave the big bike the slip to make it three "giant killers" in the winner's circle.

Statum tossed his 1100 around as quickly as he could to finish fourth. Though he confessed later to being off a couple teeth in gearing, he said lack of ground clearance hampered the big bikes here more than anything: "The 550s can lean it over so far, they just about run off the tread before they hit anything!"

Honda 900-mounted Mike Giordanengo took second 1200 and fifth overall when he passed Kawasaki 750 rider Dave Boyle three laps from the finish. Late entry #86 also got Boyle, but on the final lap, for sixth overall. They were followed by Dave Harding on a 550 Kaw, Kully and Yamaha 550-mounted Brent Ross.

Formula Two

Kevin Peltz earned the pole in the Formula Two race with his 1:51.21 lap on Saturday; David Emde was just behind with a 1:51.27. When the green dropped for their race, Peltz and Emde shot in front, followed closely by Fred Winters, John Williams on the Team Hammer/Tony Smith Racing Yamaha, Bob Runyon, Dwayne Chung, Don Greene and Rhys Howard.

Emde took the lead from Peltz before the lap was over, and after that no one was able to stay with him or the Bob Endicott TZ. Emde put together a slew of consistent 1:50s and 51s, and he had one lap at 1:49.90, the unofficial fast lap of the weekend.

Peltz and Winters locked up in a race-long duel for second while Howard worked up to hound Williams for fourth. Winters pulled it out on the last lap to secure runner-up honors. Williams outbraked Howard a lap from the finish going into turn 11 to earn fourth place.

Sixth went to Armstrong-mounted Robert Lugliani; Yamaha rider Gordon Hedemark closing up on him on the last lap. Raymond Carson and Danny Coe made up the top nine on their Yamahas.

500km Endurance Race

Bruce Hammer earned the pole position with his 1:52.12 qualifying time, just ahead of Harry Klinzmann's 1:52.48. The Dennis Smith/Chris Steward Suzuki Katana shot into the lead on the green, though, with Hammer and Klinzmann running right behind.

Klinzmann and Hammer led at the completion of a lap over Smith/Steward, David Emde/Rick Mitchell on the IBCO Kawasaki (a blown clutch later forced them to DNF) and Steve Dick/Rhys Howard on their Lawson Replica Kaw.

The lead duo went at it as they were in a sprint race for the first 10 laps. Suddenly, though, Klinzmann pitted, the shift lever on his Racecrafters Kawasaki broken. After some frantic scrounging, a replacement was installed, and Klinzmann headed back onto the track, physically down a lap. However, he was penalized another lap for excessive speed in the pits. Lynn Abrahms of Racecrafters explained later that when the shift lever broke, it left the bike in fifth gear, forcing Klinzmann to ride faster than normal through the pits.

Hammer led at that point followed by Emde, Kerry Bryant, Smith and Scott Grey, who was teamed with Kevin Peltz on a Kawasaki (they crashed later).

Hammer pitted and handed the bike to John Ulrich on lap 32, giving the lead to Bryant, who pitted a lap later and turned it over to Greiger.

Ulrich repassed Greiger a couple laps later, and Greiger returned the favor several laps after that. Greiger kept that until around lap 60 when he pitted to change riders.

The Team Hammer bike kept the lead, but steadily coming up through the pack and unlapping themselves were Klinzmann/Wolff. With Wolff doing wheelies and charging, they passed Bryant/Greiger on lap 98. Despite overcooking turn 11 later, Klinzmann reeled in Ulrich.

With about half an hour to go, Team Hammer's almost certain trip to the winner's cricle turned into a bitterly disappointing trip to the hospital as Ulrich crashed, suffering a broken collarbone. Hammer got suited up when it was determined that the bike was still rideable and soldiered on after a few laps downtime minus a left foot peg and lots of fiberglass.

That gave Klinzmann the physical lead, and to make it even more dramatic, he ran out of gas and coasted across the finish line with a dead engine. The Bryant/Greiger Suzuki flew across a few seconds later with Andrews third, unofficially four laps down with 120 laps.

Hammer completed 119 laps for fifth while Steward and Smith overcame a crash and a deflating rear tire for fifth. Sixth and first 600cc bike went to the Yamaha thumper of Michael Johnson and Harold Parks, their 113 laps completed the same as Steward/Smith. Seventh and second 600cc was Don Nelson and Chuck Pace with 112 laps. Early small-bore leaders Lou Vallerga and Don Greene retired on lap 70 with a seized motor in the Palo Alto Yamaha RD.

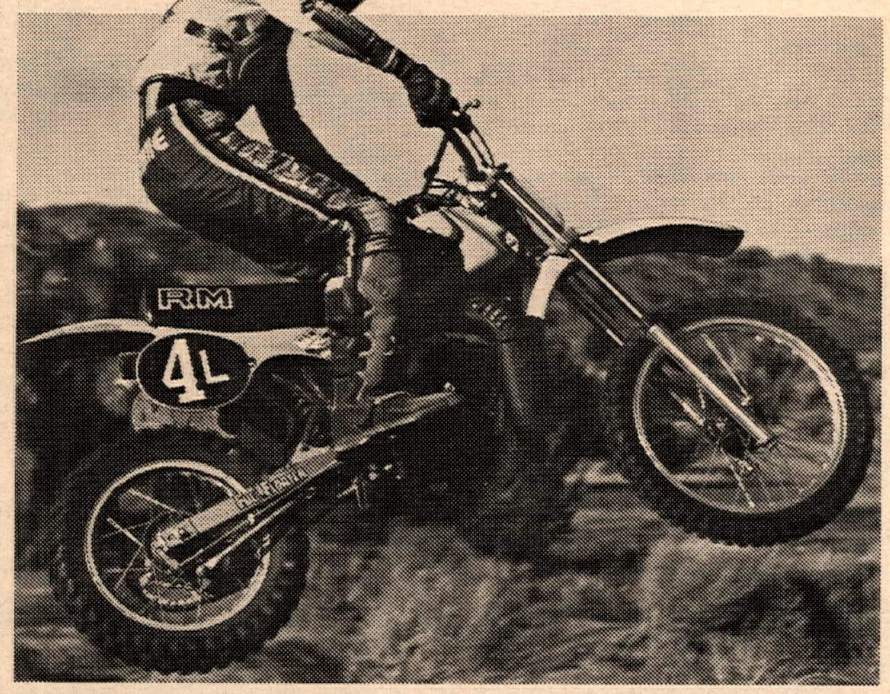
Doug Draper and Mike Caneda finished 111 laps for eighth. Wendy Epstein and Louis Lakey were a lap down of that for ninth on the Team Cranker KZ1000, and Daryl Cornwell and Craig Turner teamed up on a Suzuki for 109 laps and an unofficial 10th place. •

SUZUKI PLAYS THE WINNING HAND IN VEGAS.

Suzuki continued its domination of minicycle racing as Rick Hemme aced the competition in all three classes he ran in during Round One of the NMA Grand National Championship in Las Vegas.

After winning both motos in the 83cc Stock Expert 12 & Over Class, Rick went on to win the 83cc Modified Expert 12 & Over Class and the 105cc 12 & Over Open Class.

And with Suzuki dealing out wins like that, odds are the competition will be left with nothing but a losing hand.



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